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WESTERN AMERICANA

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R. M. Brereton in 1908

REMINISCENCES

OF AN

OLD ENGLISH CIVIL ENGINEER

1858-1908

BY

ROBERT MAITLAND BRERETON, C. E.

PORTLAND, OREGON
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Dedication

To my oldest and best professional friend

James Forrest

Who I have personally known ever since 1853, as the highly esteemed, and
appreciated by all insiders and outsiders, Secretary of the Institution
of Civil Engineers during half a century of its life, and who is
now our much honored Honorary Secretary. In these
two positions he has splendidly represented and
promoted the best interests of this great and
most important institution during
three-fourths of its life of eighty
years—from 1828 to 1908.

Preface

This book of personal reminiscences, observations and experiences of an English civil engineer may, I trust, serve to interest some of my old and young friends and acquaintances in the progress that has been made in the material betterment of human life since the commencement of the Railway Age in the first half of the last century. It may also, I hope, serve to encourage the rising generation of the profession, in every branch of their calling, to persevere in the pursuit of useful knowledge from the fount of nature and to see that their foundations of knowledge are of the best and most reliable materials. The present age is one of the fast moving and electric-motor predisposition, in which safe and wholesome foundations are apt to be too much "scamped." In North America, more especially, I have found "fakement" of every kind and false pretensions in every professional calling more or less prevalent and injurious to the public weal. The too ardent desire to "get-rich-quick," regardless of conscience, has a lowering tendency on the physical, moral and spiritual tone of man. The period on which I entered into professional life would naturally appear a very slow one to this twentieth century mind; but it was a safe, sound, honest and thoroughly reliable one. The profession of the civil engineer, at all times and in all generations possesses the highest ideal of any other in relation to the material progress and well-being of human life on earth. The more that the civil engineer studies nature's laws, actions and reactions, visible and occult, the more useful member of the social and industrial life of the community he becomes. I believe fully in both the beneficent and the malevolent effects of environment on the young mind. The careful study of environment is too much neglected by parents, educators and employers. I believe thoroughly in wholesome recreations for mind and body in old and young. I have always been a lover of cricket, tennis, fishing, shooting, hunting and boating. I have played my part in all parts of the cricket-field of life, and what scores I have made have been won off my own bat. I have experienced in full measure the "ups and downs" and the "downs and ups" again during the past forty years; I remain still game, active, cheery and hopeful of the future. I realize that there is One-All-Controlling and All-Wise—ordering and guiding the course of every one born into the world. So I take my medicine of trouble, trial, disappointment and annoyance in a philosophical spirit and am content with the measure of antidote and elixir of health in mind and body allotted to me. I was not born with the "silver-spoon" in my mouth, and my professional callings have never been in the directions whence pensions proceed. During the past fifty-five years Providence has always opened a way for employment; so that I have never known idleness nor ennui, except through periods of sickness and accident.

ROBERT MAITLAND BRERETON.

Woodstock, Oregon, February 28, 1908.

Reminiscences

of an

Old English Engineer

1858-1908

Half a century of active and continuous employment in the various fields of civil engineering in parts of the world-wide British Empire and in the United States of North America may contain matters of interest to my old and young friends wheresoever they be.

The twentieth and thirty-first of January, 1908, were two fiftieth anniversaries in my professional career. The latter date recalled the launching of the Great Eastern steamship at Mill Wall, on the Thames. I believe I am the only living engineer who had been employed by Mr. I. K. Brunel, her designer and builder, in his office, and witnessed her construction during 1854-5. I was not a witness of the launching ceremony in 1858, as I was then in India, engaged in the survey and staking out of the Great Indian Peninsula Railway, which was to connect Bombay with Calcutta and Madras. Cyrus Field told me in 1871, in New York, that if he had not had the fortunate opportunity to charter this gigantic vessel for the laying of his perfected cable on the bed of the Atlantic Ocean in 1865-6, he could not have made such a success of it. We should realize that the laying of this cable was the most important international link and economic event between England and North America since the first discovery of America by John and Sebastian Cabot in 1497-8.

England on this fiftieth anniversary had the opportunity of recalling to mind the great name and master-genius of one of her most famous civil engineers, who had during the first half of the last century designed and built the largest steam vessels—the Great Britain and the Great Western—for international commerce across the Atlantic Ocean. He, too, had had the foresight to realize the fact that growing population and increase of commerce in the future would require a broader width of gauge for railways than the ordinary old wagon gauge of England.

If the Railway Age had started in America at the present time, there can be little doubt that the engineers of the great continental lines would adopt a seven-foot gauge for the traffic.

January 20th was the fiftieth anniversary of my camp in Khandeish, being surprised and looted by the Bheels, and my miraculous escape from death at their hands, on two separate occasions, was within a few hours on that date. The story of this is given in copies of the official correspondence, which will be found in the appendices relating to my services in India. At the time of this incident I was serving directly under Mr. Robert W. Graham, who had come to India in 1850 with Mr. James J. Berkley, the chief engineer, and Mr. C. B. Ker, second chief engineer. He (Graham) was third chief engineer and the superintending engineer of the Thul Ghat contract and of the Northeast line through the Nassick, Khandeish, Asseerghur Jungle, Nerbudda Valley, Berar and Nagpore districts. I cannot say too much of the long-continued consideration, uniform kindness and true friendship he favored me with during a period of eight years from 1857 to 1865. Naturally, he was a staunch upholder of the "contract system," and followed the policy of his chief in this view. From a civil engineering standpoint he won high honor for the skillful laying out and construction of the Thul Ghat incline, which formed far away the most difficult piece of work on the entire railway system out from Bombay to Calcutta.

Robert Stephenson, the other great engineer, cotemporary with Brunel, was the consulting engineer in England for the Great Indian Peninsula Railway when I was appointed, in December, 1856, a second-class assistant on the staff in India. At his death, in 1859, Mr. George Berkley became the consulting engineer. He was knighted after the completion of the line to Calcutta. When I arrived in Bombay in January, 1857, the line had been opened to traffic for a few miles only out of Bombay, so I became a witness of the laying out, construction and completion of the great through railway system, connecting Bombay with Calcutta and Madras, from its infancy, during the fourteen years of my service in India.

During the first ten years of this period the policy of the company—approved by the government of the East India Company until 1858, and after that date by the government of India under the crown—was to have all the construction work done by contract, so as fast as the line was surveyed and permanently staked out it was let, in certain lengths, under this contract-system, to firms of English

JAMES J. BERKLEY
First Chief Engineer of the G. I. P. Ry.

R. W. GRAHAM
Chief Engineer, G. I. P. Ry.

JOHN H. ABBOTT

WILLIAM AHER

Two of my staff and best friends on the railway construction and in the "shikar" line.

contractors, such as George Wythes & Co., Adamson & Clowser, Lee Watson and Aiton, Bray & Co. This system endured, as a whole, until 1867. Except in the cases of the Bhor and Thul Ghats portions this system was not such a successful one as was hoped for. It proved in the long run both expensive and slow in progress. It gave the conscientious members of the engineering staff—who were proud and jealous of their profession and its reputation in India—continued anxiety, and caused a far heavier demand for their constant and vigilant supervision of the masonry works in progress; this especially so in cases where such works were sublet to small contractors.

The great drawback and danger to masonry construction in India and in all dry climates arises from the sun-rays, and from hot, dessicating winds during the dry seasons of the year, when this work is mainly in progress. By these agents the chemical cementing process in the mortar is arrested for lack of the moisture which has been evaporated. It was ever a hard job for the superintending engineers to get the contractors' agents and native masons to keep the exposed green portions protected from the sun and hot winds and constantly wetted. Under the contract system it was almost impossible for the company's engineers—who had long lengths of line under construction to supervise—to ensure this necessary watering, for as soon as their backs were turned it was too often neglected, though they had their native inspectors on the works. Time and again I have ridden back unexpectedly and found this neglect proved. Then the style of masonry adopted was what is termed "coursed rubble facework, with rubble backing." This consisted of stone dressed on the exposed face and on the bed, and the use of long stones, termed "binders," overlapping each other, to tie the facework with the rubble backing. The specifications for this class of work were all that could be desired for securing solid and substantial structure. This style of masonry was very neat looking from the outside view, but it formed a *quasi* veneer-work only, unless the specification in regard to the number of "binders" and to the solid bedding and "grouting" of the rubble backing was strictly adhered to. It was in this class of construction that the contract system proved a failure and an enduring source of anxiety and worry to the company's engineers. It was so easy for the contractors' local agents and native workmen to "scamp" this work. The proof of this was furnished when No. 12 contract was opened to public traffic; then the vibration from passing trains caused over a score of viaducts and bridges to crack and tumble, causing serious delays and expense in reconstruction. The broken piers displayed the "scamped" construction in the absence of the specified number and size of "binders," in the vacant spaces and unsolidity of the rubble backing, and in the perished state of the mortar from the lack of moisture during construction. The stone material was mainly what is termed in the Deccan "moorum"; it is a tough basaltic lava that has no bedding-planes like limestone and sandstone. The Deccan contains the most extensive area of this rock, so far known, in the world; the Columbia River and Snake River basins contain the second largest.

The large and wealthy contractors in England had great influence with the managing director and the consulting engineer in London. For some of us who were conscientious and active in our duties there were heart-breaking times when our honest and righteous refusal to pass such defective work was overruled or ignored by higher authority. I had my full experience of this when assistant resident engineer in charge of the contract sections through the Berar, Nagpore and Deccan districts.

On one occasion, when in charge of No. 18 contract, from Goolburgah to Raechore within the Nizam's dominion, whilst I was busy marking defective work on one of the bridges, the contractor's agent came up from behind and gave me a lick on the head from a heavy stick, which stunned me for a minute. I did not condescend, in the presence of the native workmen, to assault him in return, but quietly wrote out on a leaf of my pocket book an order for him to stop all masonry work pending the chief engineer's decision in the matter, and ordered my assistants not to measure any more work for the time being. The chief engineer appointed a committee of two of my brother officers from other districts to examine the condemned work, they fully endorsing my action in the matter. At this period Mr. J. R. Rushton was chief engineer. He was an excellent, practical and thoroughly conscientious engineer, and one who earnestly supported his staff in their efforts to secure honest and sound work being done by the contractors. He, however, was not appreciated or supported by the authorities in London and gave up his position. At this period, also, Captain Sherard Osborn, R. N., was the company's first created agent in India. He was the historian of "The Career, Last Voyage and Fate" of Sir John Franklin. I had known him at home before coming to India, so I had in him a friend and a warm supporter in my efforts to secure good and solid work on

View of one of the Viaducts on the G. I. P. Railway, between Bhosawell and Jubbulpore, in course of construction during the dry season of 1869, showing the style of "Coursed-Rubble-Facework with Rubble-Backing."

the railway. Unfortunately he, too, was not supported or treated fairly by the authorities at home, and left in 1866. He was succeeded as agent by General Harry Rivers, R. E., who had been the government engineer for railways from the time I came to India. He knew me well and my services during and after the Bheel troubles in 1858. We were warm friends till he died. He retired from the position in 1868, through not receiving the support or fair treatment of the board of directors.

During 1866-7 the line was completed to Bhosawell, near the Taptee river, and the point of junction of the Nagpore branch with the main line to Calcutta. The catastrophe attending the failure of the viaducts and bridges on No. 12 contract at this period caused the board to send out their consulting engineer in 1867 to make a thorough examination of the masonry construction of the entire system. After his careful examination he prepared a schedule of all works requiring reconstruction. This was called a "reconstruction schedule." A specified fund, called "The Casualty Fund," was provided from periodical contributions from revenue to meet the cost of reconstruction. Very serious delay in the completion of the through line from Bombay to Calcutta was the outcome of the contract system, which then received its death-blow.

The contractor-firms of the main line from Bhosawell to Jubbulpore and of the Nagpore branch threw up their contracts. The board in London, with the approval of the government, decided to appoint two chief engineers for the entire system. I was appointed chief engineer of the North-Eastern, or Calcutta and Nagpore, division, and Mr. Henry LeMesurier chief engineer of the South-Eastern, or Madras, division. He had been one of the resident engineers on the East Indian Railway. Mr. Walter Knox was appointed the company's agent in Bombay. He remained with us only sixteen months, and was succeeded by Mr. LeMesurier, who also retained the chief engineership of the South-Eastern division.

I entered on this appointment in July, 1868, and undertook to carry out for the company the unfinished construction to completion of my division, with the aid of my carefully selected staff of old G. I. P. brother officers. I completed the junction with the East Indian line at Jubbulpore on March 8, 1870, a period of nineteen months. This was fully eighteen months sooner than the board, the agent, the consulting engineer, or the government railway engineers considered possible when I started in. I was considered rash by many when, in the spring of 1869, I reported to the board that "all the mass of work in hand will be successfully completed in May, 1870," and for giving Lord Mayo, the Viceroy, the same assurance. How was it done in that short period? The answer is: In the first place, I was most fortunate in having at my back and call a splendid staff of every grade, whose heart was in their work; who possessed a thoroughly practical knowledge of construction in every branch and skill and perseverance in overcoming every kind of obstacle and difficulty; who believed in me and trusted me to the core. In the second place, I adopted the American system in railway construction; that is, I had temporary rail-tracks constructed across the rivers and nullahs to enable us to get the bridge work and permanent way materials hauled ahead during the dry season of the year, as during the rainy season the roads through the black soil of the Nerbudda valley were impassable for about four months, and all this heavy material from England had to come from Bombay. We hustled Mr. Warden Morrice, the excellent storekeeper in Bombay, almost out of his wits to supply our requirements; also Mr. Henry Conder, the able and active general traffic manager, who was everlastingly being coaxed into lending extra aid in the rapid forwarding of our freight. I owed much of my success to his cordial co-operation during the whole of that strenuous period. This period—now that I look back upon it—formed the most strenuous one of my entire professional life. It was a hustle and a bustle through the hottest and the wettest portions of the year. In 1869 a violent outbreak of cholera swept through the Nerbudda valley, followed by a terrible famine. Thousands of our native workmen fled from the works. Hundreds died from cholera and famine in these districts. Cholera gave me a taste of its grip, but my soul fought for its body and won. My staff was greatly discouraged by this condition of affairs. Fate seemed determined to balk our best efforts, but *nil desperandum* was the voice we listened to, and *Opitulante Deo* (God helping), my old family motto, was my trust. During this period neither my staff nor I had any let-up from our strenuous efforts, except during the Christmas week of 1869, when I had the pleasure of entertaining them and their wives and other friends from Nagpore, Khandeish, Nassick, Poona and Bombay, at Bhosawell. Then and there we enjoyed an all-round good time with cricket, music and dancing. Some of my staff and I were lovers of "shikar," but during this time the tigers, panthers, bears, wild boar, sambhar, chetal, antelope,

1869 Christmas week party of G. I. P. Railway Staff and friends from Poona, Bombay, Nassick, Khandeish, Jubbulpore, Berar and Nagpore, held at Bhosawell Junction. The old Parsee, Pallonjee Pestonjee, proprietor of the Adelphi Hotel, Byculla, Bombay, was the caterer.

J. W. Pearson

Hamilton Maxwell

Mrs. C. Johnson

Henry Conder

Hugh Swan

Pearson was my right hand in executive work; Maxwell, Bombay merchant, a very close friend: Mrs. Johnson, wife of Colonel Charles Johnson, of Simla; Conder, General Traffic Manager of the G. I. P. Railway; Swan, Assistant Traffic Manager of the G. I. P. Railway. All of them old and staunch friends.

bustard, florikin and quail in the jungles and plains, along the line through Asseerghur, the Nerbudda valley and Berar, were left undisturbed by us. The third attribute to my success was in my being always enabled to get on well with all classes of the natives. I was but a poor Hindoostanee and Mahratta linguist. I knew just enough of the language to make myself understood and to guess at what they were talking about. I had small knowledge of simple medicinal and surgical appliances, which also helped them to like me.

They all seemed to like and respect me during my sojournings amongst them in the Admednuggur, Khandeish, Berar, Nagpore, Asseergur, Nerbudda valley and Deccan districts. Sir Salar Jung bears testimony to this mutual good will in his long letter to me of December 24, 1866, a copy of which will be found in the appendices. My love for shikar and animals and birds of all kinds kept me on good terms with the Bheels—after they had quieted down—and the jungle folks in Berar, Nagpore, Asseergur and Deccan (Hyderabad) districts. Salar Jung lent me two of his elephants for a time, which enabled me to bag a few tigers.

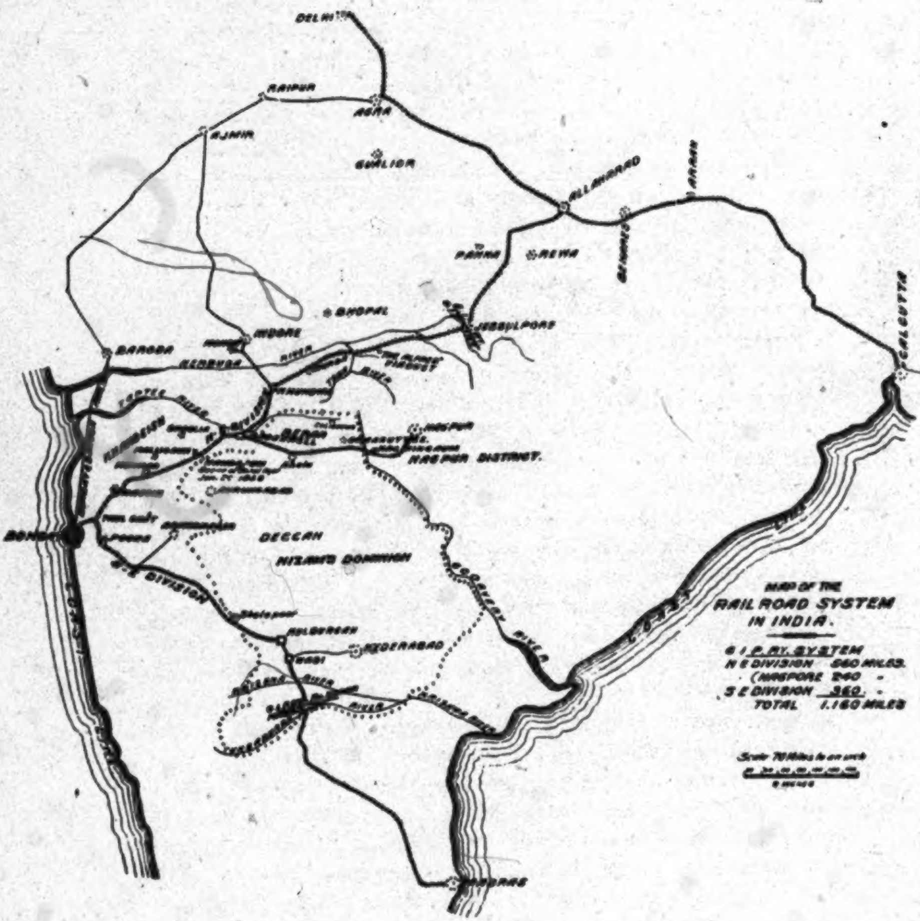
At last, on the seventh of March, 1870, two months sooner than I had promised the company in the spring of 1869, the through and unbroken line between Bombay and Calcutta was ready for the Viceroy and the Duke of Edinburgh to open to the public on the morrow. On Monday, March eighth, we got the two trains from Bombay, containing the Viceroy and the Governor of Bombay—Sir Fitzgerald Seymour—and their staff, and another special containing Sir Salar Jung and other guests, through to Jubbulpore at 7:30 P. M. The Duke of Edinburgh, who came from Calcutta by the East Indian line, had arrived at 4 P. M. Then and there the Viceroy—Lord Mayo—with the silver-plated hammer provided for the occasion, struck the silver key that connected the G. I. P. rail with the E. I. rail. H. R. H. the Duke of Edinburgh gave it an extra royal tap; thus was our achievement perfected. That eighth of March day was an awfully anxious and fatiguing one for me and the staff. Our worthy locomotive superintendent—C. W. Hawkins—in his zealous pride for the appearance of his department, had put his newest and gorgeous locomotives to haul the Viceroy's train into Jubbulpore. The engine machinery being new, worked, Oh! so stiffly, and the boilers were "priming" all the way from Hurda to Jubbulpore, so that it took twelve hours to run the distance of 128 miles, which could have been covered in six hours if older rolling stock had been used.

Among our guests on this opening ceremony were H. E. the Commander-in-Chief, Sir William Mansfield; The Resident at Hyderabad, Mr. Charles Saunders (whose father and family I knew well when I was a young engineer on the Great Western Railway, of which he was for many years the secretary); Sir Alfred Spencer; Mr. John Morris, Chief Commissioner of the Central Provinces; H. H. the Maharajah Holkar; H. H. the Maharajah of Kewal; H. H. the Maharajah of Punnah; the Rajah of Negode; the Rajah of Myhere, and Sir Salar Jung, the Nizam's great minister, who had left Hyderabad for the first time in his life, to attend this opening and the durbah which followed. A part of what the Viceroy and Governor-General spoke on this occasion I have given in the appendices. For the further entertainment of the Duke of Edinburgh a "drive" of a great stretch of tiger and deer-haunted jungle was organized by Mr. Malcolm Low, assistant commissioner, and other officials. In this it was said over two thousand natives were employed to form a line of beaters. On the day after this I took H. R. H. to open the Towa River viaduct; this he named "The Alfred" viaduct. After that he went to Bombay.

A month later I had to seek a rest for mind and body, and obtained two months' leave of absence from the agent. Lord Mayo had invited me to Simla, as he wanted to consult me concerning future extensions of the railway system in India being carried out by the government of India. This matter he had referred to in his speech at Jubbulpore. The success attending this rapid completion of the line by the company's engineering staff astonished the supreme and local governments, and greatly gratified the traveling and commercial public. It had served to open the eyes of all India to what could be done by English civil engineers, free from red-tapism and backed by intelligent and liberal-minded authorities at home and in India. At Simla I met many old friends, and made many new ones. In July, 1870, there occurred a great public sensation caused by the catastrophe at Allahabad through the fall of new barrack buildings, and also by the failure of others at Jubbulpore. The Governor-General wished me to serve with Colonel Anderson, R. E., on a committee to investigate and report on these buildings, and telegraphed to Bombay to obtain the agent's consent to my doing so; this was granted.

After I had completed this work for the government of India, I returned to Bombay, in August, 1870. I had not received a word

R. M. BRERETON IN 1870


DELHI
RAIPUR
AGRA
AJMIR
GWALIOR
ALLAHABAD
PANNA
REWA
CALCUTTA
BHOPAL
INDORE
JUBBULPORE
BARODA
NERBUDA RIVER
TAPTEE RIVER
DIVISION
BERAR
NAGPUR
NAGPUR DISTRICT.
DECCAN
NIZAM'S DOMINION
POONA
S. E. DIVISION
KULBERGA
HYDERABAD
GODAVERY RIVER
RIVER
MADRAS
COAST
COAST

MAP OF THE
RAIL ROAD SYSTEM
IN INDIA.

G I P. RY. SYSTEM
N E DIVISION 560 MILES.
(NAGPORE 240 -
S E DIVISION 360 -
TOTAL 1.160 MILES

Scale 70 Miles to an inch

of recognition or thanks for my services from the board or from the consulting engineer in London since the completion of the line. The only person at home who had been connected with the board that I knew well was Mr. Hugh Childers, M. P.; he had been chairman. I had written him a full description of the opening. His reply I have given in the appendices. I found on arriving in Bombay that Mr. LeMesurier, the agent, had received instructions from the board to terminate my services with the company. He never told me or wrote me about this, and I have never seen or heard the managing director's directions in this matter.

What he did do was to get Colonel Trevor, R. E., the secretary to the Government Railway Department, to inform me. Of course I felt it keenly, though the warm farewell I received from the staff gave balm to the wound. On my return to London in October, I saw the managing director at the office, but I never saw the members of the board, and was never asked to attend it.

The managing director said he regretted that my services had been terminated, and asked me if I would be willing to return to India as chief engineer of the entire line, with Mr. LeMesurier as agent. Of course I declined this proposition, as my place had already been filled by a worthy member of the old staff, and Mr. LeMesurier and I could never have worked together harmoniously. He had been neither generous nor helpful to me during the last year of my hard efforts. The managing director informed me that the board had not liked my going to Simla to recruit, and that it did not like the Governor-General's remarks, made at the opening dinner, regarding the future policy of the government of India concerning further railway construction in India. No pecuniary reward for my services, outside of the salary due, was offered me. I was received with comparative coolness by the consulting engineer and by the then government director of the Indian Railway Companies.

The Duke of Argyll—then Secretary of State for India—received me very kindly. Lord Mayo had written in my favor to him. He presented me at the levee held in March, 1871, and entered my name on the list for future consideration for the C. S. I. honor. Sir William Baker, to whom Sir Henry Durand had written about me, also showed me much kindness, and Lord Lawrence, ex-Viceroy and ex-Governor-General, did the same; also Sir Cecil Beadon and several others prominent in Indian affairs. The fact was, I had antagonized the contractor element in London by showing what the company's engineering staff could do without the contract-system. Furthermore, I had annoyed the consulting engineer by having rejected a lot of wood-sleepers ("ties" these are termed in America), which had been sent to India. These were not up to the dimensions of the specification; the wood was of inferior quality, and the creosoting was insufficiently done. The government engineers had seen these sleepers and had supported me in my action. My greatest satisfaction arose from the undeniable fact that the achievement of success was solely due to the efforts of the oldest members of the company's engineering staff, who began their services under those able chief engineers, Mr. James J. Berkley and Mr. Robert W. Graham. Thus ended my fourteen years of professional services in India. I had, on the whole, enjoyed a happy and most interesting life there. I had many close friends on the staff and outside of it. I had been on intimate terms with Mr. Samuel Mansfield, collector of Khandeish, and with his assistant, Digby Neave, whom I nursed when he was mauled by a bear, and died. I was on the same good terms with Captain Arthur, Frank Souter and Oliver Probyn of the police, and with Mr. F. S. Chapman, collector of Nassick. Also with Captains Cadell, James Stubbs and Allardyce of the Berar Commission, when my headquarters were at Oorawuttee. Also with Colonel Elliott, chief commissioner at Nagpore in 1862; Colonel Spence, commissioner; Colonel Snow, assistant commissioner; Wm. Hickey, C. E.; Colonel Shakespear, the great Shikaree; Captain F. G. Steuart of the police, and Dr. Hislop, missionary of the Presbyterian Church. At a later date I saw much of Mr. Richard Temple, Colonel Elliott's successor, and his cousin, Harry Rivett-Carnac, B. C. S.; Major Dennys, commissioner, and Colonel Moxon. Still later I knew well Mr. John Morris, who succeeded Mr. Temple as chief commissioner of the Central Provinces; William Ramsey, B. C. S.; Malcolm Low, B. C. S., commissioners, and many others of those provinces. In the Deccan I knew well Sir George Yule, minister at Hyberadad; Major James Stubbs, Captain Campbell and Sir Salar Jung. I also knew and corresponded much with Captain Meadows Taylor, who had lived for many years in the Deccan, and who wrote so many charming Deccan stories. He and I were greatly interested in the very ancient stone circles and cromlechs, which were so numerous and extensive between Goolburgah and the Krishna river; of these the Mahratta folk had no tradition. Taylor thought they might be the necropolis of the ancient Scythian wanderers. Limestone and

Sir Richard Temple

Harry Rivett-Carnac

Mrs. Spence

Rev. Dr. Hislop

These were among my best friends in Nagpore.

Frank Souter
(Police)

Sam. Mansfield, B. C. S.

A. R. Nairne, B. C. S.

Mr. and Mrs. "Jim" Oliphant

These five were among my warmest friends in the Bombay Presidency, from 1860 to 1870.

Col. Peter Lumsden

Mrs. Lumsden

Charley Bernard, B. C. S.

Mrs. Bernard

All old Simla friends

granite form the rock formation of that region, so that the huge blocks of stone were readily obtainable.

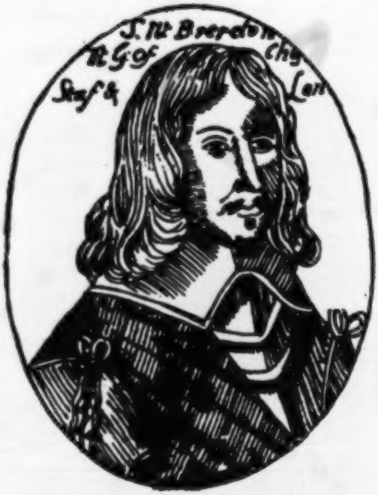
The walls around the city of Raechore, south of the Krishna river, contain blocks of stone of prodigious dimensions. The joints on the beds are so close together that I could not get a knife-blade between; no mortar was used. I had many intimate friends during these years in Bombay and Poona. Among these were Sir Bartle and Lady Frere; Colonel Bell, R. E.; Lionel Ashburner, B. C. S.; Edwin Arnold; Barrow H. Ellis; Sir William and Lady Sandhurst; Alfred Lyall, B. C. S.; General Rivers, R. E.; Colonel Robert Phayre, Quartermaster-General; Colonel and Mrs. Lyons; Captain Dods; Frank Wyllie, B. C. S.; J. E. Oliphant and wife; A. R. Nairne, B. C. S.; George Taylor, of the Supreme Court; Colonel and Mrs. Marriott; Captain White, R. E.; Captain Hancock, R. E.; Captain Gus LeMesurier, R. E.; Robert Ryrie; Hamilton Maxwell; John L. Kipling (father of Rudyard), and Captains John and Godfrey Clerk, and Charles Grant, B. C. S., who had been at school with me.

At Simla my principal friends were Colonel Dan Robinson, R. E., who was a connection; Colonel Charles Johnson, whose wife was also a connection; Sir Henry Durand; Sir Henry Maine; Sir Edward Clive Bayley, B. C. S., who was at Hayleybury with my brother Henry; Captain Edward Brooke, private secretary to the Viceroy, who was a fellow-pupil with me at Southgate in 1851, under Rev. Charles Bradley; Colonel Yule, R. E.; Colonel O. T. Burne; Colonel and Mrs. Peter Lumsden; Mr. and Mrs. Robert Egerton, B. C. S.; General Richard Strachey, R. E.; Major Edward Bourke, and Charles Bernard, B. C. S., and wife.

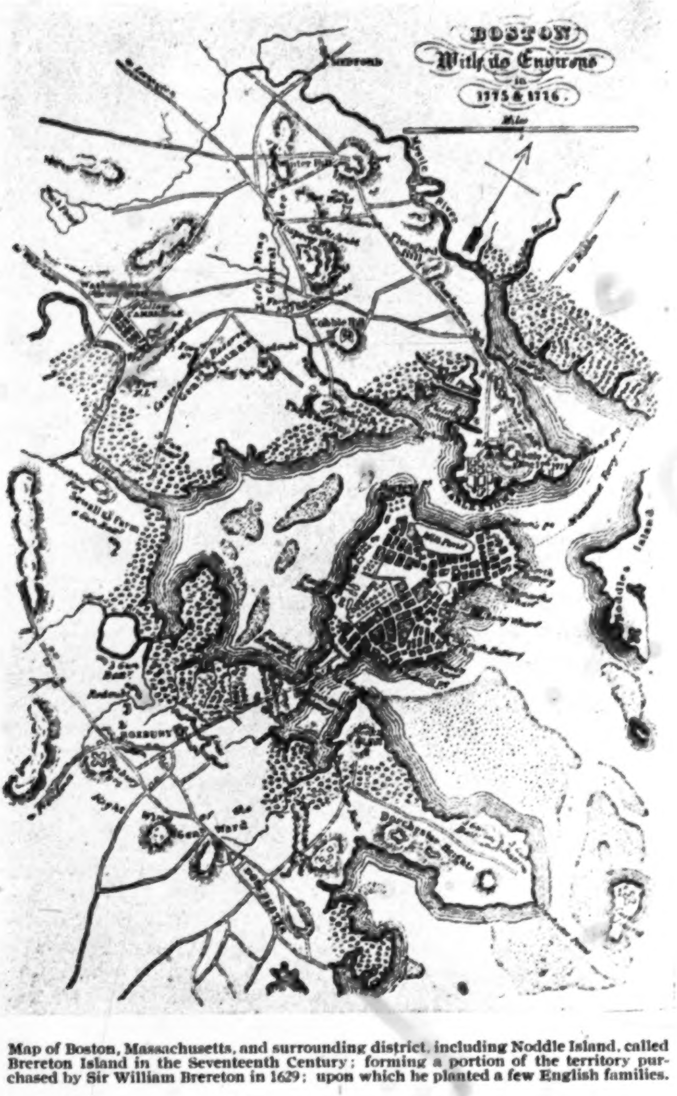
In England I had known well Sir Arthur Cotton and Sir Proby Cautley, both of irrigation fame in India—the latter I used often to meet at the Henry Boulderson's, B. C. S., whose eldest daughter married my brother Henry; the former helped me a good deal in my irrigation work in California;—Roger Pratt and William Lee Warner, both of the Bombay C. S.; being Norfolk men, they had known me from boyhood and saw my work in India.

North America

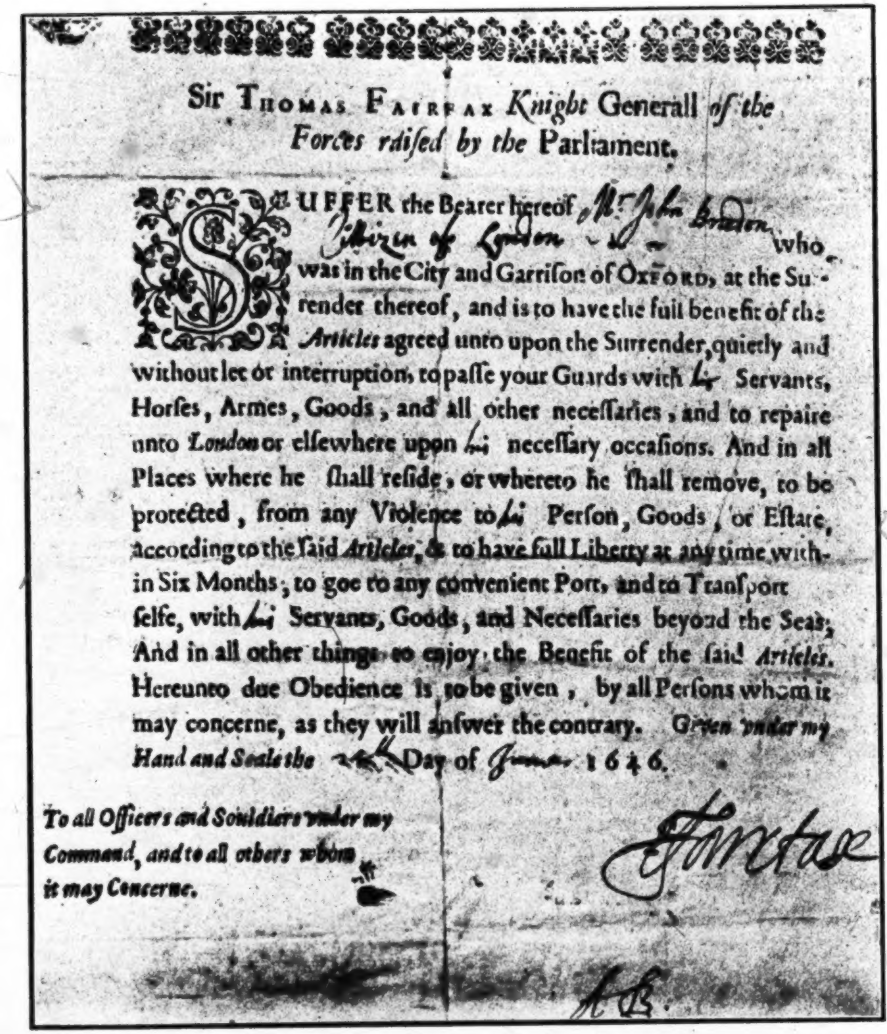
Thirty-seven years of my life had been passed in England and in the Eastern Hemisphere of the globe, and in the spring of 1871 Fate, Destiny or Providence, whichever it may be called, gave me a "switch-off" into the Western Hemisphere. Primarily, I sought it for a complete change of earthly scene and climate, as a tonic for a relaxed condition in mind and body which ensued from hard work and a long spell of years in India. North America was a country I had long desired to become acquainted with. Fennimore Cooper had fired the spirit of my boyhood for a pioneer life with his novels of "The Spy," "The Last of the Mohican" and "The Pathfinder." Then, too, America was so intimately connected with the finest and most daring explorers of England from such an early period—1497-8, when the Cabots were the first to discover it. This was over a year before it was seen by Columbus, and was 122 years before the formation of the East Indian Company (in 1600), and 260 years prior to Clive's victory at Plassey (in June, 1757), which secured the establishment of the British power in India. It was eighty-two years before Sir Francis Drake landed in California and hoisted the flag of England thereon, and seventy-six years before he (the first English commander) crossed the Isthmus of Panama, and saw the Pacific Ocean. North America was, therefore, England's first continental heritage. Speaking of Clive, I can mention, as a matter of personal family interest, that he was seventh in descent from the marriage of his ancestor, Richard Clive of Huxley, Cheshire and of Styche, Shropshire, with Jane Brereton, second daughter of Sir William Brereton of Brereton, Cheshire. The period of the discovery of America by the Cabots is also interesting to me because my direct ancestor, Sir Randle Brereton, of Malpas, Cheshire, was Chamberlain of Chester and Knight of the Bed-Chamber, to both Henry VII and Henry VIII, for over forty years, as our family records show. His first cousin, Humphrey Brereton, was, during this period, esquire to Lord Derby and a personal attendant on Princess Elizabeth of York. Miss Agnes Strickland, in her history of the Queens of England, gives a full account of him, and of his agency in the getting of Henry, then Earl of Richmond, to come over from Brittany to fight Richard III for the crown of England. Thus I conclude that both of the above Breretons had probably seen and known both John and Sebastian Cabot. Again, I find another family link



Portrait of Sir William Brereton, of Handford, Cheshire, born 1604, died 1661, the Ninth Baronet of England in 1626. Commander-in-Chief of the Parliamentary forces in Cheshire, Shropshire and Staffordshire during the civil wars; a member of the Plymouth Company and owner of 300 square miles of New England Territory in 1629. Portrait is copied from the original in John Vicar's "England's Worthies Under Whom All the Civill and Bloudy Warres Since Anno 1642 to Anno 1647 Are Related."—(Published in 1647.)


BOSTON
With its Environs
in
1775 & 1776.
Miles
Mystic River
ROXBURY

Map of Boston, Massachusetts, and surrounding district, including Noddle Island, called Brereton Island in the Seventeenth Century; forming a portion of the territory purchased by Sir William Brereton in 1629; upon which he planted a few English families.



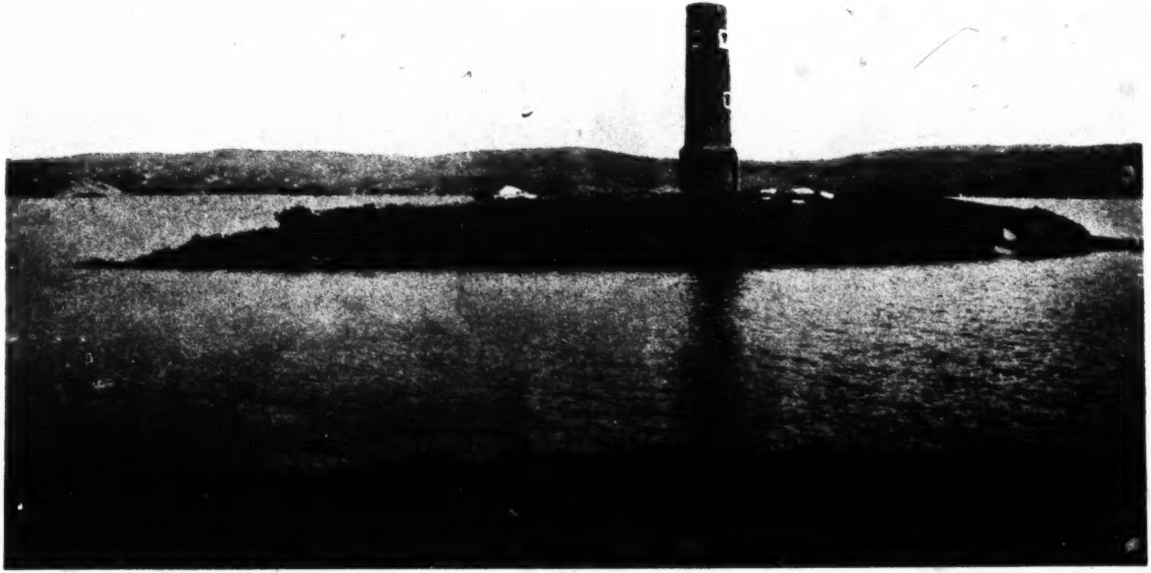
Sir Thomas Fairfax *Knight* Generall *of the Forces raiſed by the* Parliament.

SUFFER the Bearer hereof Mr John Brereton Citizen of London who was in the City and Garriſon of OXFORD, at the Surrender thereof, and is to have the full benefit of the *Articles* agreed unto upon the Surrender, quietly and without let or interruption, to paſſe your Guards with his Servants, Horſes, Armes, Goods, and all other neceſſaries, and to repaire unto *London* or elſewhere upon his neceſſary occaſions. And in all Places where he ſhall reſide, or whereto he ſhall remove, to be protected, from any Violence to his Perſon, Goods, or Eſtate, according to the ſaid *Articles*, & to have full Liberty at any time within Six Months, to goe to any convenient Port, and to Tranſport ſelfe, with his Servants, Goods, and Neceſſaries beyond the Seas; And in all other things to enjoy the Benefit of the ſaid *Articles*. Hereunto due Obedience is to be given, by all Perſons whom it may concerne, as they will anſwer the contrary. *Given under my Hand and Seale the* 24th Day of June 1646.

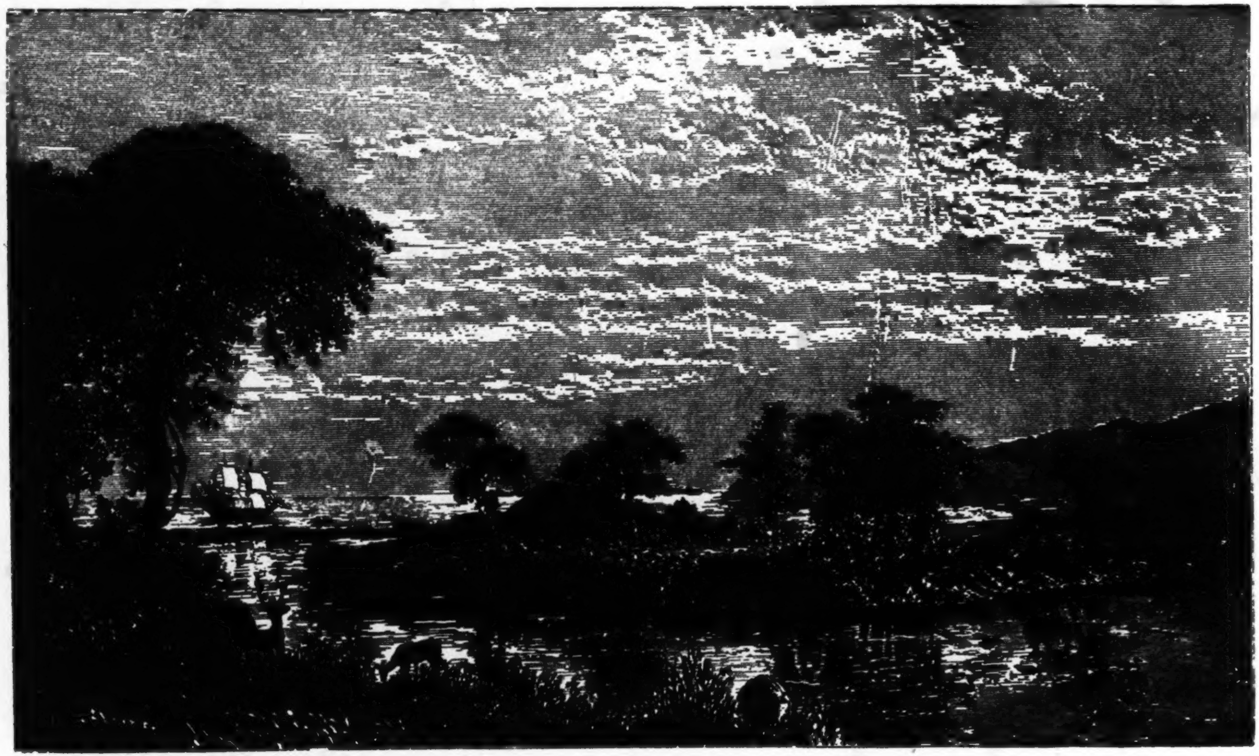
To all Officers and Souldiers under my Command, and to all others whom it may Concerne.

T Fairfax

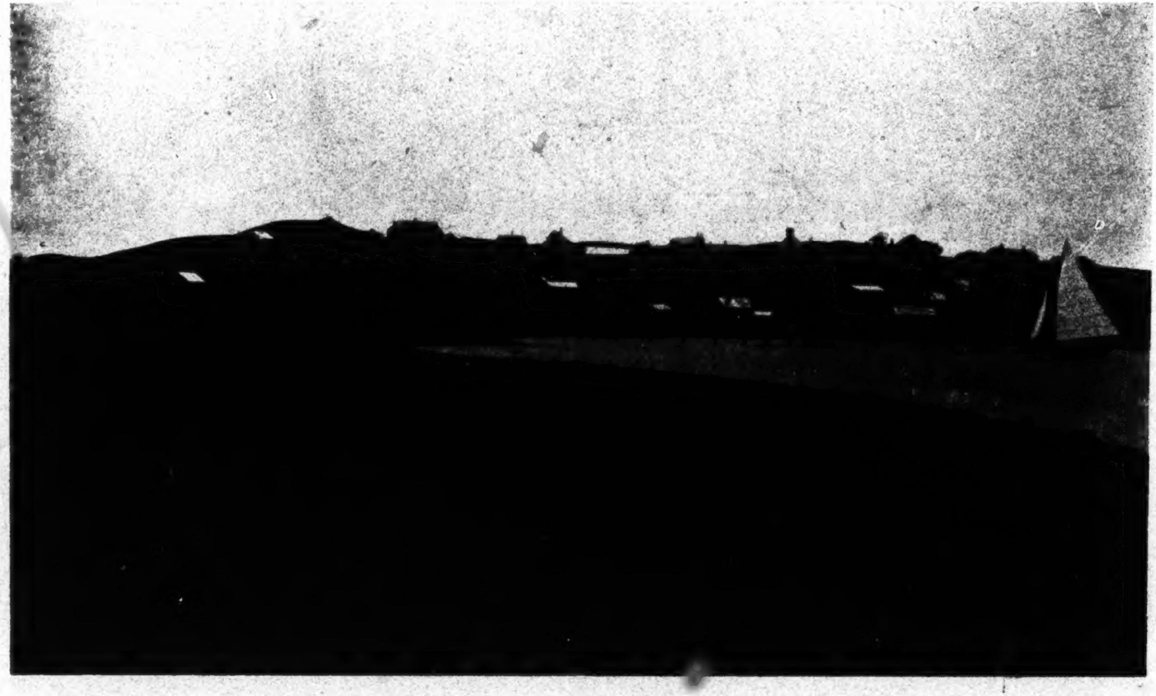
Facsimile of a document found in a lumber room in Shaw House, Newbury, Buckinghamshire, England. In this house King Charles I was besieged by the rebels. The document is a pass, signed by General Thomas Fairfax, Third Baron, for Mr. John Brereton, of London, his servants and baggage to pass in and out of the lines around Oxford in 1646 It is in splendid preservation, framed and hung in the Hall. The present owner is Mr. Eyre. This is the only known and latest record of John Brereton, the companion of Bartholomew Gosnold, and the historian of the first English voyage to the coast of New England, and first attempt at settlement thereon in 1602.



Tercentenary Memorial to Bartholomew Gosnold and his companions, who landed on this islet in the lake on Cuttyhunk Island on the 4th of June (O. S. May 25), 1600, and built thereon the first English habitation in New England, and sowed English grain seed.



An ideal view of Cuttyhunk Island with its Islet thereon, named Elizabeth Island by Gosnold and companions, off the coast of New Bedford, Massachusetts. On this Islet they erected the first English habitation in New England in May and June, 1602, and sowed English grain seed on the Island.



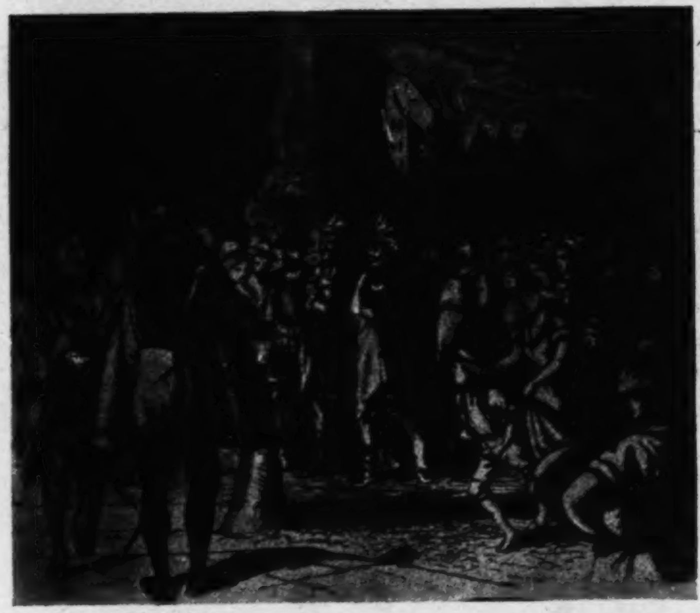
Cuttyhunk Island, off the coast of New Bedford, Massachusetts, as it appears today.

of interest with North America made during the summer of 1602, in which John Brereton was one of Captain Bartholomew Gosnold's companions in the first direct English voyage to Massachusetts (then known as the Norumbega region) with the view of effecting the first English settlement north of Virginia. He wrote a very interesting history of this voyage and first attempt at settlement on the coasts of New England; this he addressed to Sir Walter Raleigh. This is now a rare tract; an original copy was sold in New York for over $3,000; there are three copies in the British Museum. I have a copy of the one above mentioned; it is in black letter type. I find also yet another interesting family link with the early days of New England. This was through Sir William Brereton, of Handford, Cheshire; he was Commander-in-Chief of the Parliamentary forces under Oliver Cromwell, in Cheshire and Staffordshire; he was known as "The Warrior," and was a member of the Plymouth Company, under whose auspices the Plymouth colony of 1619-20 was planted in Massachusetts. He purchased from John Gorges, the son of Sir Ferdinando Gorges, three hundred miles of territory along the Bay of Massachusetts in 1629. This comprised the grant originally made to Robert Gorges by the Plymouth Company; it included Noddle Island, which was then known as Brereton Island. Sir William settled a few English families on portions of this territory, and at a later date the Massachusetts Bay Company obtained a royal charter which embraced this Brereton property, and so Sir William lost it. East Boston stands today on Noddle Island and Boston, Cambridge and Harvard University stand on other portions of this territory. From the foregoing family relations with North America I did not feel myself in the light of an "alien," but as one "free-born" when I first visited the United States in the spring of 1871, and ever since I have felt myself pretty much at home. I have for nearly forty years of intermittent sojourning in America enjoyed the warm friendship of many Americans and their families. I found another link between the mother country and the United States which connects the memory with the period of the first discovery of America under England's auspices, in 1497-8. I find this link is not generally known or appreciated as it should be, either in America or in England. This is one of the United States' beautiful patriotic anthems, *"America"* or *"My Country 'Tis of Thee."* It was composed in 1832, but is not nearly so old as *"The Star-Spangled Banner,"* which Samuel Arnold composed in the eighteenth century. The music of *"America"* is so similar to that of our *"God Save the King,"* that the origin of the latter invites attention on both sides of the Atlantic. This dates back to January, 1485-6, the date of the marriage of Henry VII and the Princess Elizabeth of York. The words and the music of the national anthem composed and first sung on that occasion closely resemble our "GOD SAVE THE KING." The words are:

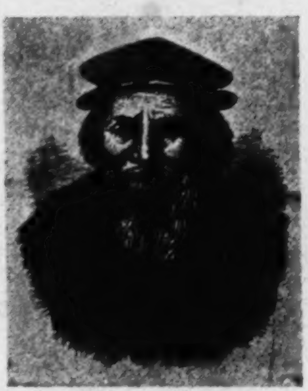
"God save King Henrie wheresoe'er he be,
And for Queene Elizabeth now pray wee,
And for all her noble progenye;
God save the Church of Christ from any follie,
And for Queene Elizabeth now pray wee."

Our Anglo-American cousins in the United States have hitherto given Columbus too much and the Cabots too little credit and glory for the great discovery of America. Their English History in the Public Schools, such as I have seen during the last quarter of a century, has ascribed the discovery to Columbus and has given him further credit for finding that the earth was of round form. It seems to me that the main object of correct historical education in the Public Schools should be in the direction and in the cultivation of facts that tend to promote national pride and Anglo-American sentiment in regard to the greatest portion of North America wherein the English language and English traditions are dominant, and not so much overlaid with the glamour of Spanish-American sentiment that pertains more naturally to Mexico, Central and South America.

Columbus discovered the West Indies, but that did not make him the discoverer of the great continent of the Western Hemisphere. If the Cabots had only discovered Newfoundland, they could not have claimed to be the first who saw and set their feet on the New World. Before Columbus saw the mainland of South America in August, 1498, Sebastian Cabot had landed in England American Indians and samples of copper and other products of North America. These successive issues of English history for the use of the schools furnish, more or less, dramatic parade of the voyages of Columbus garnished with glowing incidents: such as the mutiny of his sailors at sea; his piteous plea with them for the "one day more"; the moving lights on the unseen and unknown shore at midnight; the wild enthusiasm of all that burst forth at the break of day when they saw the shore of the Island "hard abeam." These glowing and



First North American Indians seen in London; introduced in England by Sebastian Cabot in the summer of 1498, before Columbus saw the Continent of South America inAugust, 1498.



1474-1557

Portrait of Sebastian Cabot, born in Bristol in 1474, died in London 1557, who with his father, John Cabot, discovered the continent of America in 1497-8; who was Pilot-Major of England and served under Henry VII, Henry VIII and Edward VI, from whom he received a pension.

exciting word-pictures have hitherto fired the children's imagination and have made the Columbus story an enchanting epic. Columbus reported he had discovered that the earth was of a "pear-shape"; but the Cabots discovered more nearly its oblate-spheroid form, and so knew that the degrees of longitude diminished as they approached the pole. Hence, they steered a northwest course from England in their search for Cathay, the Eldorado of that age.

These school histories furnish very little information concerning the later life of Sebastian Cabot in England, which is interesting and historical. How he had served as mariner and chief naval authority under three English monarchs—Henry VII, Henry VIII and Edward VI; how he had been Pilot-Major for both Spain and England; how he had been chosen first Governor of the Muscovy Company of London, which sent Sir Hugh Willoughby to explore a northwest course to the East Indies, in 1554, which position he held till he died in 1557. He had inspired some of the London merchants to get Henry VIII to send out two exploring expeditions on this same course. Richard Hakluyt tells how Robert Thorne—a leading London merchant—wrote to the King, as follows:

"There is left one way to discover, which is to the northe, for "that of the foure partes of the world, it seemeth three partes are "discovered by other Princes. For out of Spaine they have discovered "all the Indies and Seas Occidentall, and out of Portingall all the "Indies and Seas Orientall, so that by this part of the Orient and "Occident they have compassed the world; so that now rests to be "discovered the sayd northe partes, the which, it seemeth to mee, is "only your charge and duty. Because the situation of this, your "Realme, is nearest and aptest of all others."

During Elizabeth's reign this same instinct for northwestern exploring expeditions prevailed under her auspices. The first of these was that of Sir Humphrey Gilbert, which had such a tragic ending. Then followed that of Gosnold, in 1602, which was made mainly under the auspices of the Earl of Southampton, and without Sir Walter Raleigh's consent. Gosnold was the first English mariner who endeavored to steer a direct sailing course for the Massachusetts coast, instead of following the usual roundabout Columbus-route by way of the West Indies. He failed in his out-bound voyage, owing to contrary winds, but succeeded on his return. This course has been, more or less, adhered to ever since that date. Apropos of the foregoing Anglo-American sentiment in favor of the Cabots is the fact disclosed in the directories, available in every large city and town throughout the States and Territories of the Union, of the actual residence of a very large percentage of the present population whose surnames are distinctly of English, Scotch, Irish and Welsh origin. The last census statistics show that this Anglo-American population—descended from the earliest colonists of New England—constitutes about one-fourth of the entire population of the United States. This fact seems to afford one of the strongest arguments that could be presented to leading educationists for giving the Cabots a more prominent place in the Public School teachings. "Blood is thicker than water!" The social and commercial relations now existing between England and the United States—now so intimately united by electric cables and wireless telegraphy—are closer together and more valuable than ever they were before since the seventeenth century, that war or any bad-blood feeling between them is unthinkable.

Both ancient and modern history shows very clearly to us that through the Providence of our Creator and Father there is the beginning and the fullness of time in the discovery and use of the natural resources of earth by mankind. England under the intuition and guidance of the Cabots in the 15th century sought for their Eldorado in the Eastern Hemisphere by the way of the north-west and found North America—the greatest Eldorado of modern time in its marvelous natural resources. Sir Francis Drake landed on the coast of California in 1579, but knew not of the natural wealth in gold it contained. The Spanish adventurers and missionaries were there for two centuries and were blind to the wealth under their feet. William C. Ralston and his co-argonauts of '49 had their eyes fixed on the gold-placers, the gold and silver veins of the Comstock and on the irrigable lands of the great central valleys, but they were blind to the indication of the natural oil resources, which the iridescent sea coast from Santa Barbara to San Diego so clearly revealed. Many hundreds of California and Nevada prospectors had traversed the gold region of Tonopah and Goldfield, but their eyes were blind to the marvelous richness thereof, because they could not find therein the "ear-marks" of their previous experience. The prospectors of Nevada and Utah were blind to the vast outcroppings of copper ore in the Ely and Bingham Canyon districts, which today are the largest deposits known in the world, and which can be mined with unprecedented cheapness. The Oregonians are yet blind to the vast extent and wealth of their oil-fields, which Nature has provided and stored during millions of years in the cretaceous and tertiary rock-formations, both east and west of the Cascade Range, under the most favorable climatic conditions for the profuse life of the animal and vegetable organisms which form the origin of petroleum. Truly there is a Providential Control which at one time blinds and at another time reveals the vast natural resources of Nature to the eyes of men, during duly appointed periods of national upbuilding.

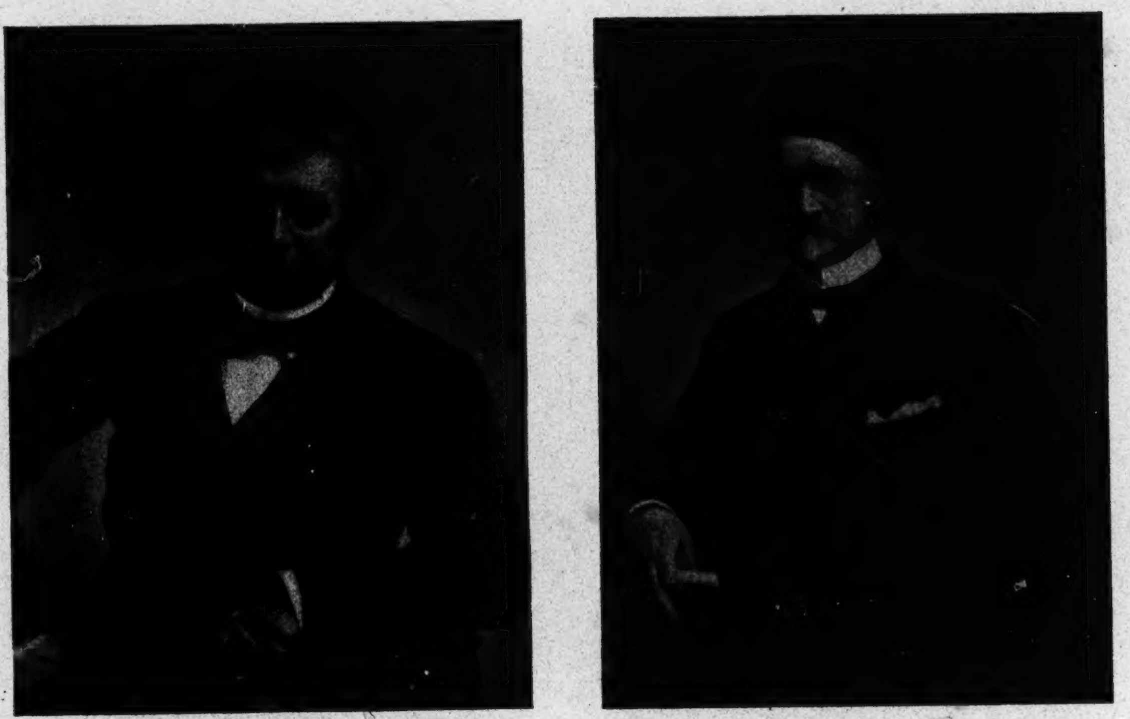
As an English engineer, who had witnessed the early days of the Railway Age in England and in India, I was naturally greatly interested in the construction, working and maintaining of the American great continental railway system from the Atlantic to the Pacific, then in progress. We had been greatly handicapped in making more rapid progress with the work in India, through the lack of the American system of simplification in the way of patterns and counterparts for bridge and locomotive construction. In England and in India we had an abundance of cheap labor, whereas in America the invention and use of labor-saving machinery of every kind of device was an absolute necessity. My trip through North America during 1871 took me through the New England states, portions of the Southern states, the Middle West states and territories and the states and territories of the Pacific coast. I also visited Victoria and the Fraser river, British Columbia. At Victoria I became well acquainted with Sir James Douglas, who was then the Lieutenant-Governor, and the oldest living Hudson Bay Company's factor in North America. He had been Dr. John McLoughlin's first assistant in the Oregon territory; so that his mind was a veritable storehouse of most interesting reminiscences of the adventurous days of the company's employes in that vast region. Dr. McLoughlin had been the foremost commissioner of the company in the Oregon country, previous to its transfer to the United States, and after that for many years he was the grand and noble figure in Oregon. Today Oregonians remember him with love and respect as "The Father of Oregon."

During this period I had met and been entertained with much kindness by Cornelius Vanderbilt, "the Commodore," and the creator of the immense Vanderbilt fortune. I knew William B. Astor, then the head of the great Astor family and the largest real estate owner within the city of New York; he gave over half a million dollars to the city's largest library. I was personally acquainted with Peter Cooper, the great American inventor, manufacturer and philanthropist; he took me all through his Cooper Union for the education of the working classes. His memory is still held in great esteem by all classes of Americans. Among others I knew well and with whom I became great friends were Cyrus Field, of Atlantic cable fame; Philip Schuyler, whose ancestor was the first American in the 18th century to mine and ship copper ore to Swansea, and to employ English mechanics and machinery in such mining; Alfred Craven, C. E., then chief engineer of the Croton Water Works, which supplied New York; Walter W. Evans, C. E., one of the old pioneer engineers of the Erie Canal; James B. Eads, C. E., who designed the great bridge across the Mississippi river at St. Louis, and who constructed for the government the "blanket-form" of jetties at the mouth of that river; Senator Carl Schurz, at that time one of the brightest intellects in Congress; Thomas A. Scott, president of the Pennsylvania Railroad, and one of the great railway financiers of that day; Jay Cook, who distinguished himself during the Civil War of 1860-2 in floating government bonds, and, later, those of the Northern Pacific Railroad.

At Washington I was kindly received by Sir Edward Thornton, our Ambassador, who introduced me to General U. S. Grant, the President. On my route to California I stayed with General Philip H. Sheridan at Cheyenne; there I had my first hunt with the American bison. At San Francisco, I became well acquainted with William C. Ralston, the cashier of the Bank of California, who was then the greatest promoter and supporter of every kind of industrial progress in California and Oregon; Wm. Lane Booker, British Consul, and Bishop Kip of California, by whom I was married in 1873. In September, 1871, my first professional renewal began. During the winter, spring and summer of that year a severe drought prevailed throughout California, and a general outcry for irrigation arose. I was then in Victoria, B. C., and received word from Mr. Ralston to come and see him. On my arrival in San Francisco, August, 1871, Ralston and his associates persuaded me to stay with them and inaugurate a great irrigation enterprise for the San Joaquin valley. Upon this enterprise I was engaged during the following five years. With the assistance of my staff I made an extensive examination of all the natural water resources of the western slopes of the Sierras which commanded the San Joaquin valley lands. For

Sir William Lane Booker
H. B. M. Consul-General

Wm. Ingraham Kip, D. D.
Episcopal Bishop of California



ALFRED CRAVEN, C. E.

WALTER W. EVANS, C. E.

Two of my oldest and best American civil engineer friends.

the purpose of showing Californians the benefits to be derived from a proper system of irrigation, I placed about 6,000 acres, on the west side of the San Joaquin River, under cultivation and irrigation. The results therefrom astonished and gratified Ralston and his associates, as well as a large party of the leading Californians whom I invited to witness this artificial oasis and reclamation of desert lands. During the winter of 1872-3 the leading men of California sent me on a mission to Washington to interest President Grant, his Cabinet and Congress in the importance of irrigation for the arid lands of the West; as I had shown that such much needed and extensive enterprises were far beyond the ability of private capitalists to carry out. I was enabled to secure the attention and interest of the members of Congress in the matter; so that on the third day of March, 1873, (the day that Grant entered on his second term of office) Congress passed its first (on record) act in regard to irrigation. By this act a commission was appointed to examine into and to report to the next meeting of Congress the required system of irrigation for the San Joaquin, Tulare and Sacramento valleys of California. For the drawing up of this report I furnished the commissioners with ample information concerning the irrigation system carried out by the government of India, and of similar works in Italy and Spain. A digest of these was made in their report. The above mentioned act of Congress and other matters relating to it, are given in the appendices. In 1875, a most severe financial crisis arose in California, during which my friend Ralston died. Enterprises of every economic importance suffered a long-continued blight. My enterprise came to an end. The completed works together with the acquired important water-rights fell into the hands of Miller and Lux, the great landowners. I suffered a heavy pecuniary loss, as I was compelled to sell the 4,250 shares I had in this enterprise (for which I had paid $34,000) to Miller and Lux for $1,000. After a lapse of a decade (during which population had greatly increased and railroad communications had multiplied) the public demand in the Western states and territories again became more emphatic for Government action in irrigation matters. Congress listened more attentively, with the result that the present Reclamation policy and system of the United States was born. In order to carry out the irrigation enterprise in California I had refused the offer, made me in 1872, through Dr. Pole, the Honorary Secretary of the Institution of Civil Engineers, to go to Japan as Chief Engineer of Railways for the Government of Japan. I had also declined an offer from the Queensland Government to take the Chief Engineership of the railroad system in that colony. My old friend Richard Vicars Boyle, C. E., who went to India about the same time I did, and who distinguished himself so highly in fortifying and defending the house at Arrah during the mutiny, for which he was rewarded with the C. S. I., went to Japan. During 1876-7 I found employment as consulting engineer, and, for a time, general manager for the Richmond Company of London, whose mines and works were at Eureka, Nevada. This closed for a few years my professional career in America. I have since then witnessed the vast and beneficient effects which have arisen from extensive irrigation on the plains of California. In 1871-2 I had seen them more or less a desert, and very sparsely populated. All these are thickly inhabited today, large cities and towns abound, fruit orchards and alfalfa fields cover millions of acres that once were barren. The value of these lands has risen from $2 an acre to $500, and more, within the life of a generation. California and Oregon fruits supply the Eastern and Middle West markets, as well as the markets of Europe. So I can well be satisfied with the mite, in the way of illustration, I gave during that 1871-5 period.

During my irrigation mission to Washington in 1872-3, among those who were most interested in my work and who gave me warm support, were General A. A. Humphreys, Chief of the Public Works; Dr. Henry, Secretary of the Smithsonian Institution; James G. Blaine, Speaker of the House of Representatives (I was well acquainted with his sister-in-law, Miss Abigail Dodge—known as "Gail Hamilton"); General William T. Sherman; General George B. McClellan and his family; General W. S. Hancock; General John C. Fremont, "The Pathfinder of the West"; Thomas F. Bayard, Senator for Delaware, a most charming man, afterwards Secretary of State, and, later, Ambassador to England; William B. Stewart, Senator for Nevada; Roscoe Conkling, Senator for New York, a great athlete and fine pugilist; Samuel S. Cox, one of the Representatives for New York, and generally known as "Sunset Cox"; James A. Garfield, one of the Ohio Representatives, and, later, twentieth President of the United States; Admiral Charles Wilkes, who had during the forties of the last century, explored the coast of Oregon and the Columbia river, and whose first cousin, Dr. Wilkes of New York, was one of my best friends in America; General Joseph R. Hawley, Representative for Connecticut, another most attractive personality; J. C. Bancroft Davis, Under-Secretary of State, he and his charming wife showed me the greatest amount of kindness and hospitality, both at this period and previously, in 1871, when I first visited Washington; and Samuel Ward, then the greatest of "lobbyists" in Congress, he was a thorough gentleman and one of the most genial and kindest hearted of men I have ever met. He helped me greatly in my mission and was my *chaperon* and right hand at the several dinners I gave to the members of Congress and others. This was the only expense I incurred during the six months I remained in Washington on this mission.

During my irrigation enterprise in California, Sir Arthur Cotton was fighting the fight of his life in his controversy with Sir Proby Cautley regarding irrigation in India and their rival designs and accomplishments in that important field. He took the warmest kind of interest in my Californian work, and wanted me to try and induce the government of India to use the labor-saving machinery I was using on my canal building. In the appendices will be found some of his letters to me on this subject, and one I received from Sir Louis Malet, and one from Sir Douglas Forsyth during this period, 1871-6. I had been looking into the merits of the railway-gauge controversy that was going on in England and in India. I had assisted Sir John Fowler, C. E., and Sir Richard Strachey, R. E., in drawing up their reports on the metre gauge for India. I was an advocate for its adoption for immediate requirements, so far as regards embankments and cuttings, but I was firm in the wisdom I had learned while serving under Mr. Brunel and from having seen the dense population in certain parts of India, that all long tunnels, viaducts and bridges should be constructed for a wider gauge service, which would be needed in the future, and when the maximum width and height of the rolling stock possible for narrow gauge lines would prove unequal to the demands of the traffic. I was also interested in studying and comparing the duty and operating of American and English locomotives, and wrote a minute report thereon for the information of the India Office and the Colonial Office, and gave a copy of same to the Institution of Civil Engineers.

The accompanying map of the San Joaquin valley of California and schedule tables of irrigable areas and of mountain catchment areas represent as a whole the irrigation systems I surveyed, estimated on, and set forth in my reports during the period from 1871 to

1876. All of these are embraced in the report which the commissioners made and which was submitted to Congress by President Grant in March, 1874. (See appendices.) The map shows the main canal laid out along the west side of the San Joaquin river, from Tulare Lake to Antioch on Suisun Bay, 180 miles in length, and designed for irrigation and navigation. The map also shows the main catchment canal and its several branches along the east side of that river from Bakersfield on Kern river to Stockton, which was 240 miles in length, not including the several branches. These two systems embraced an irrigable valley area of about 12,500 square miles, or 8,000,000 acres of more or less rich lands, which at that time were subjected to frequent periodic drought, containing a very sparse and scattered population, no railroad conveniences, and used mainly for cattle and sheep ranges. The main portion of the catchment areas—of about 30,000 square miles—comprised the western slope of the Sierra Nevada range. At this period the measured annual precipitation of the valley, south of Stockton, averaged only six inches. The average annual precipitation (rain and snow) upon the western slopes of the Sierras, east of the valley, increased from about eighteen inches in the foothills to fifty-eight inches at the summit, showing an average depth of about fifty inches over the main portion of the catchment area. This available natural water supply furnished the confidence I then entertained in the future success of an extensive irrigation system for this great valley. The traveler by railroad today along this valley, from Stockton to Bakersfield, can obtain ample evidence of the outcome I foretold nearly forty years ago. Old Henry Miller (firm of Miller & Lux), of San Francisco, can testify to the marvellous transformation of the valley throughout, better than any one now living, for he has known it intimately for over half a century.

The company I represented possessed none of the lands subject to irrigation from the canal systems. It had secured the water-rights and right-of-way for the enterprise, and its policy was to levy certain rates per acre for the use of the water. I soon saw that this would not prove a profitable or an equitable arrangement for the company. The lands that could be irrigated by our enterprise were mainly owned by Miller & Lux, William S. Chapman, Isaac Friedlander, Timothy Paige and T. Grayson. Miller and Lux were cattlemen and controlled the San Francisco meat market, and did

Map showing R. M. Brereton's projected irrigation system of canals in the San Joaquin Valley, 1871-6.

TABLE

Showing Area in Square Miles of Catchment Basins.

NAME OF RIVER OR CREEK	Catchment Area Square Miles
Kern River	2,382
King's River	1,889
San Joaquin River	1,631
Tuolumne River	1,514
Merced River	1,073
Stanislaus River	971
Cache Creek	1,025
Stony Creek	591
Cosumnes River	590
Puta Creek	584
Mokelumne River	573
Walker's Basin Creek	461
Calaveras River	390
Arroyo Los Gatos	343
Big Panoche Creek	319
Chowchilla River	304
Bear River	300
Posa Creek	278
Fresno River	258
Cantua Creek	164
Little Panoche Creek	136
Arroyo De Los Banos	125
Orestimba Creek	125
San Luis Creek	81
Arroyo Del Puerto	79
Total Square Miles	16,130

TABLE

Showing Area in Square Miles in Each County, and Area of Valley Irrigable Compared with Catchment Area of Mountain.

NAME OF COUNTY	Area of Valley Square Miles	Area of Catchment Square Miles	Total Square Miles
Alameda	6	74	80
Calaveras	...	1,037	1,037
Contra Costa	159	177	336
Fresno	3,270	5,560	8,831
Kern	2,798	2,642	5,440
Mariposa	...	1,418	1,418
Merced	1,312	607	1,919
San Joaquin	1,271	121	1,392
Stanislaus	1,015	504	1,519
Tulare	2,476	3,270	5,746
Tuolumne	...	1,942	1,942
Totals	12,307	17,352	29,659

not care to be bothered with settlers on their lands; the others held their lands for speculative purposes and expected to realize enormous profit from the sale of them as soon as we furnished the water. The water, therefore, was of no financial value without the land, and the land was useless for cultivation and settlement without the water. After constructing forty miles of canal and putting six thousand acres under irrigation, to show the innate richness of the soil, and through that evidence proving the great future value of the enterprise, I proposed that the landowners should join hands with the company by putting 100,000 acres of irrigable land to combine with the water enterprise. That they should receive for the same 100,000 shares of the company, at the par value, $25 per share, or $25 per acre, the same land being, at that period, assessed at one-tenth of that value. I estimated that the cost of irrigating these lands would be $25 per acre. This would make the working capital required for the 100,000 acres $2,500,000. Mr. Ralston suggested that I should go to London and endeavor to raise this working capital. I went to London in 1874-5 and got friends there to form a syndicate to provide this amount of money on the understanding that the 100,000 acres should form the security basis for this investment. The landowners, however, backed out of this proposition; so I had to abandon the syndicate arrangement. With the exception of Miller & Lux, all the landowners went bankrupt during the financial crisis of 1875. They had previously mortgaged their lands to the Bank of California, which foreclosed on them.

Many years after, my friends, William Alvord, president, and Thomas Brown, cashier of the Bank of California, told me that this mortgage on these lands by Ralston had proved an excellent investment for the bank, by which it had realized a very large profit. Alas! for Ralston, he died broken-hearted at this financial crisis through the cold-blooded desertion in his hour of need of those he had most helped to become millionaires in California and who possessed the financial ability for his rescue. I was at the great public meeting held in Union Hall, September 8, 1875, to express the public sense of the loss California had sustained by his death. There were fully eight thousand of his friends at this meeting. I was one of the ninety elected vice-presidents thereof. Among these were John W. Taylor, Colonel W. H. L. Barnes, General John Hewston, Louis Sloss, Rev. A. L. Stone, Rev. Horatio Stebbins, Wm. F. Babcock, H. M. Newall, Wm. T. Coleman, Henry T. Scott, Irving M.

William C. Ralston—1872

California's greatest Captain of Industry and promoter of development and progress among the Argonauts of '49 in San Francisco.

Scott, I. Friedlander, Peter Donahue, H. B. Tichenor, J. C. L. Wadsworth, J. R. Keene, Rev. John Hemphill, D. D. Colton and Wm. M. Lent. All of Ralston's great fortune went to meet the claims of the depositors. California never had before, nor since, so great an industrial backer or so enlightened and far-seeing a promoter of the development of its vast natural resources.

South Africa

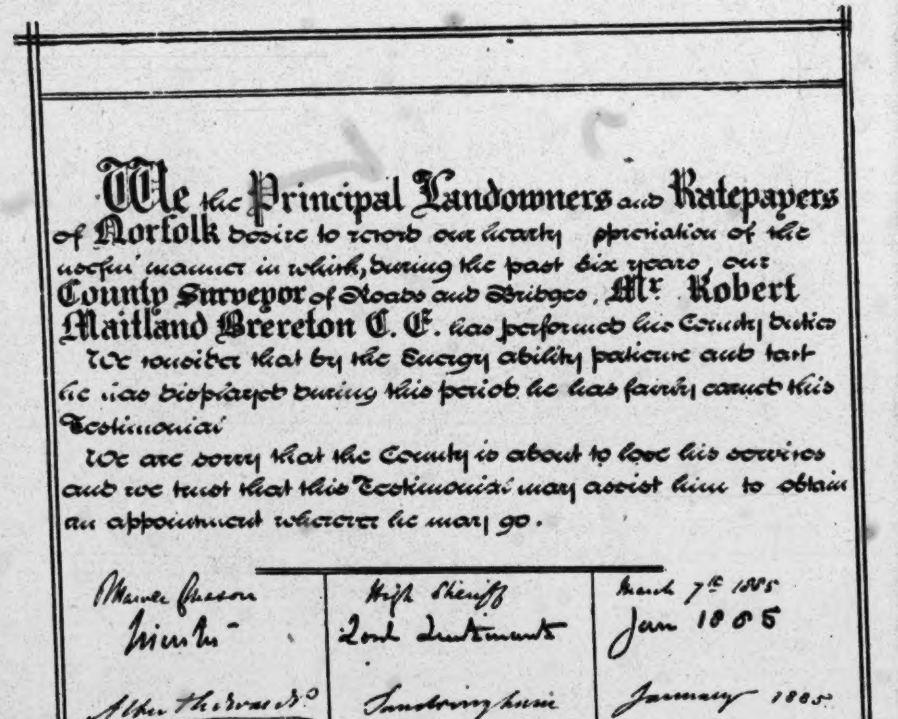
During 1878 I was engaged as consulting engineer by a syndicate formed by Cecil Rhodes, of Kimberley, S. A., and my old friend, Thomas Rudd, chairman of the South Africa Gold Fields Company in London, for the supply of water to the diamond mines, and in the furtherance of the railway from Cape Town to Kimberley.

7

County of Norfolk

1879-85

In 1879 I was appointed by Quarter Sessions, surveyor of the roads and bridges of my native county. This was a new position created by the county authority to carry out the provisions of a new act of Parliament in regard to the management and maintenance of the public roads throughout England. I found this a very arduous and tedious work. It called for consummate tact, patience and perseverance on my part to overcome the many long-continued and deeply-rooted prejudices of the land-owners, tenant-farmers and other rate-payers who had lived all their life under the former parochial system of maintaining the roads, and, yet, who wanted good roads, but begrudged the cost. The old turnpike system of making and maintaining what were the main roads before the introduction of the railway innovation, had become obsolete because the railway lines had diverted the traffic along other roads which before had only little traffic over them and which now required the outlay of considerable money to meet the requirements of the public. As this money had to be provided out of the parochial rates and the roads maintained to a much higher standard than ever before, in order to obtain contributions from the county treasury, it is easy to imagine how great was the "kick" against the new order of things and the open and secret hostility I had to overcome. The new Highway Act was most unjust in the case of the limited area of parochial assessment. The idea of its framers was to create a system of districts and to indirectly abolish the parochial management. But in conservative old England any innovation for the public benefit was sure to meet with private opposition of one sort or another. I had had full experience of this twenty-five years before when engaged in surveying the early railway lines through private properties for a right-of-way. I worked hard and faithfully in this extensive field for six years, and at the end of it I had succeeded in winning the appreciation of the bitterest of my former opponents. The entire community expressed regret at my leaving. A testimonial of appreciation of my services was presented me; this was signed by the High Sheriff, the Lord-Lieutenant, the Prince of Wales, and by nearly all the principal land-owners, tenant-farmers and other rate-payers in the county. Copies of these are given in the appendices.



We the **Principal Landowners** and **Ratepayers** of **Norfolk** desire to record our hearty appreciation of the useful manner in which, during the past six years, our **County Surveyor** of Roads and Bridges, **Mr. Robert Maitland Brereton C. E.** has performed his County duties

We consider that by the energy ability patience and tact he has displayed during this period he has fairly earned this Testimonial

We are sorry that the County is about to lose his services and we trust that this Testimonial may assist him to obtain an appointment wherever he may go.

Maurice Gurney	High Sheriff	March 7th 1885
Leicester	Lord Lieutenant	Jan 1885
Albert Edward P.	Sandringham House	January 1885
D. M. Probyn. Lt. Genl	Comptroller & Treasurer to H.R.H. the Pr. of Wales	January 1885.
J. T. Norwich	Bishop of the diocese	January 1885.
Kimberley	Secretary of State for India	Jany 1885
Wodehouse	Witton Park	January 1885
Albemarle	Quidenham Hall	Feb - 1885
Walsingham	Merton Hall	Feby 1885
Rosebery —	Postwick Hall	Feb. 1885
Suffield	Gunton Park	Feb - 85

Facsimile of Testimonial given to R. M. Brereton by the County of Norfolk, bearing the autographs of the Sheriff, the Lord Lieutenant, and the present King of England, then Prince of Wales.

Mining Experiences

Previous to my entry into the civil engineering line, under Mr. Brunel's auspices in 1853, I had taken courses in practical mechanics, etc., at King's College, London. I had also attended geological and mining lectures in the Royal School of Mines in Jermyn street, given by Sir Roderick Murchison and Dr. John Percy; the latter was a personal friend for many years after. During my service under Mr. Brunel on the Saltash bridge and in the construction of the Cornwall railway, I had many opportunities of visiting some of the large copper and tin mines and seeing the methods of ore treatment. During my stay of a few years at Nagpore, India, I had the privilege of an intimate friendship with Dr. Hislop, the missionary of the Presbyterian Church of Scotland, who had studied geology at St. Andrews, and who was a really good geologist—with him I enjoyed many a geological ramble. My special attention to mining and geological matters was given during my intermittent sojournings in North America. My observation and practical experience in these lines were mainly obtained on the Pacific Coast and in Montana. In November, 1871, I examined and reported on the North Bloomfield placer mine and its extensive water-supply system for Mr. Ralston. My friend, Hamilton Smith, C. E., was then in charge of that property. During 1876-7 I was connected with the management of the Richmond mines and reduction works at Eureka, Nevada, as consulting engineer and general manager. In that work I engaged the services of my friend, James D. Hague, M. E., one of the best and most experienced mining experts in the United States. I also secured the services of Anton Eilers, the most experienced metallurgist of the day in the lead and copper smelting and refining business, and had Professor Thomas Price, of San Francisco, who had been trained at metallurgical works in Swansea, to assist me from time to time. In 1885 I was general manager of the Montana Company's mines and works at Marysville, Montana.

In connection with mining and geological experiences, I had the pleasure of knowing well Professor Joseph D. Whitney, U. S. Geologist for the State of California; Professor Jean L. R. Agassiz, the Swiss-American Geologist and Naturalist; Clarence King, the organizer of the present U. S. Geological Survey Department and a leading geologist and mining expert; Melville Attwood, M. E.;

Louis Janin, M. E.; Professor Thomas Egleston, M. E.; A. J. Bowie, M. E.; O. Hofmann, M. E., and A. D. Foote, C. E.

During the past eighteen years I have been engaged as consulting engineer in examining and reporting on the geological, mineralogical and mining features of nearly all the principal mineral districts of California, Nevada, South Dakota, Oregon, Washington, Idaho, British Columbia, Southeastern Alaska, and the Northwest Provinces of Canada. I have found the study of these natural resources most interesting and most instructive. But in regard to the financial operations connected with the promoting and working of mines in North America, I have personally known such an utter lack of morality and good faith and such a selfish plundering of the public on the part of the insiders, that I have found this branch of my professional career to be the least agreeable and satisfactory of any. I have known many friends ruined in fortune and reputation by the selfish rascalities practiced on a gigantic scale by promoters and owners of such properties, and I have in a pecuniary way suffered heavily myself therefrom.

Promoters with their agents in London and in America have been most unscrupulous in their extensive operations and had fooled their reputable associates. I had warned Lord Dufferin and others to be on their guard in their association with Whitaker Wright, but my warning came too late to save them. In 1888-9 I was offered good positions in the Transvaal, S. A., but my inside knowledge of the wild financial operations in London and at the Cape and my distrust of the Boer element made me decline them.

THE LATE DUKE AND DUCHESS OF SUTHERLAND, COUNTESS OF CROMARTY

Scotland

1886-88

In June, 1886, the late Duke of Sutherland appointed me his commissioner in the highlands of Scotland, and also one of the directors of the Highland Railway. At this period the Crofter and Cottar communities around the north and west coasts of Sutherland and Rossshire and in the interior were in a very dissatisfied and unruly state of mind and were committing considerable mischief. At a recent election of a member of Parliament for Sutherland, they had rejected their former and natural representative, Lord Stafford, and had elected an outsider. This was a great disappointment to the Duke and the Sutherland family. The position of commissioner of this very large estate (the largest in Great Britain), embracing about a million acres in the counties of Sutherland and Rossshire, and containing the largest population of crofters in Scotland, demanded the exercise of the utmost firmness, tact and conciliatory manner in dealing wisely and humanely with this disturbed community.

In the Highlands the spirit of progress and enlightenment in human well-being was flowing in; the old feudal style of authority and subjection was rapidly weakening. "Old times had changed, old manners gone!" The former management of the crofter community had been mainly and closely in the hands of local factors serving under the commissioner, who was the Duke's representative in all matters. Some of the factors had been holding their local dictatorial authority over the crofters for nearly a life-time, so that the factorial authority was bitterly hated and resisted by the crofter generally at this period. The factors were being constantly abused and insulted; one of them was dosed with rotten eggs. Such was the condition of affairs when I went to Sutherland in June, 1886. These large estates of the Duke and Duchess consisted of deer forests, salmon rivers and lochs, mixed shootings and fishing, and sheep farms, more or less surrounded by crofter holdings. It seemed to me that my best policy to follow under these very unfavorable conditions was one of a more democratic spirit and less of the aristocratic one, which had previously been the rule. I therefore made it my business to go freely and fearlessly among the crofters and face to face listen patiently to their alleged grievances and wants and assist, so far as my powers and duties to the estates permitted, in the well-being of the crofter community. This policy did not please the factors, who were four in number, but it pleased the crofters and their leaders and lessened in large degree the spirit of mischief and made me popular with the sportsmen and sheep-farm tenants and Free Church ministers in Sutherland. During my holding the commissionership I never received the slightest disrespect or was shown any ill-feeling on the part of the crofters. The resident sheriff-substitute of the county, who had not been on cordial terms with my predecessor, maintained most pleasant official and social relations with me. Mr. R. Macdonald, M. P. for Ross and Cromarty, and Mr. Angus Sutherland, M. P. for Sutherland, both of whom represented the crofter interests in Parliament, also gave me their co-operation. I assisted them in persuading Mr. Joseph Chamberlain, M. P., and Mr. Jesse Collins, M. P., to visit Sutherland and Rosshire and talk to the crofters in the furtherance of their welfare; in the quieting of their mischievous and unruly spirit towards the principal land-owners, and in advocating emigration of the young people to Canada and the coasts of British Columbia. I gave the crofters along the coast and in the interior lectures on the natural resources of the sea in the way of fishing industry, and of the same in British Columbia which I had seen. I pointed out to them how small were the agricultural profits from the lands they were craving for, owing to the unfavorable climatic conditions; how the Duke had, as they well knew and seen, expended a large amount of capital in trying to reclaim such moorland, and had failed to achieve any economic success, since nature fought against such enterprise. What was thought of my management of the Sutherland estate by the crofters, sheep-farm and sporting tenants during the time I held the commissionership is shown in the appendices.

During the entire period of my business and personal relations with the Duke and Duchess I never received an unkind word or complaint from either of them. The Duke's letter to me of June 5, 1888, and the Duchess's letter of November 9, 1888 (given in the appendices), show their real feelings towards me. Lady Stafford afforded me the greatest possible help with the crofter community by her philanthropic enthusiasm and persevering efforts in the inauguration of an annual bazaar at Golspie for the sale to southern visitors of their excellent hand-made productions, which resulted in substantial pecuniary benefit to them. Lady Stafford thought that still better prices could be obtained for their woolen goods if the scent of peat-smoke could be avoided, and so she requested me to look into the matter. As peat fuel was the only one the crofters had, it was natural that their wools and cloth therefrom would be, more or less, tainted with this odor. So in my mission amongst the crofters I advised them to keep the wool and the cloth exposed as much as possible to the air and wind. The crofters readily agreed to this suggestion, as they saw the prospect of obtaining better sales.

Unfortunately for me, the hostile element working against my democratic policy in the management, made false statements to Lord and Lady Stafford in the matter, saying I had in my addresses to the crofters stated that Lady Stafford could not sell their woolens by reason of the "peat-reek," and hence it was represented to Lady Stafford that the crofters were incensed against her philanthropic efforts by having cast a slur upon their work. Naturally, Lady Stafford felt this keenly, and so Lord Stafford wrote to me complaining about this alleged mischief on my part. The letters I received from the ministers among these crofters (which appear in the appendices) show very clearly that there existed no ground whatever for such misrepresentations.

North America Again

1889-1908

In 1889, after retirement from the commissionership, I again returned to North America with my young family. I had been appointed consulting engineer and general manager of an extensive gold mining property on Douglas Island, in southeastern Alaska, which had been reported on as possessing great promise. Upon a careful examination of the property, I found it had been heavily "salted" by the vendors and was utterly worthless. The vendors had fooled the experts who had been sent out to examine the property, by having dosed the quartz outcrops and the extensive diamond-drill cores, first with sulphate of iron and then with chloride of gold obtained from the chlorination works of the adjacent property. Also by bedding many hundreds of tons of eight and ten-dollar ores from the adjacent mine with consummate skill along the vein, below the surface, and afterwards in covering the same over with the thick Alaska moss, which rapidly, in that moist climate, assumed a natural appearance. The quartz on the two properties was identical in outward appearance and in being mineralized with iron pyrites, so as to deceive the eye of the very elect. Over two years had been spent on this clever and extensive system of "salting." The vendors' assayer, who had invented this process, had been paid $25,000 for his services. The vendors were prosecuted in the San Francisco courts, the evidence against them being complete, but owing to the tedious delays and appeals the trial occupied a long period, during which two of the principal sinners died, and the two who possessed most of the plunder became bankrupt through large investments in unprofitable coal properties in California. These could have been convicted and sent to the penitentiary, but the money could not have been recovered, so further legal proceedings were dropped.

The English and German investors lost over a million dollars by this swindle. I lost through it $60,000, and had to start life afresh on my professional basis. Having a young family of boys to educate and train, I could not afford to return home to seek another position of importance, and during this time some of my most influential friends in England had died. During the past eighteen years I have been following my profession as a consulting engineer in the fields of irrigation, real estate and mining of a more or less fortuitous character. I have been blessed all these years in Oregon with continuous good health and good spirits and great activity in body and mind. I have found in Oregon the finest climate on earth, a state possessing great natural resources in field, forest and mine, most inviting to settlers and capitalists; and, lastly, and not least, I have found many good friends among all classes.

A Word for Portland Oregon

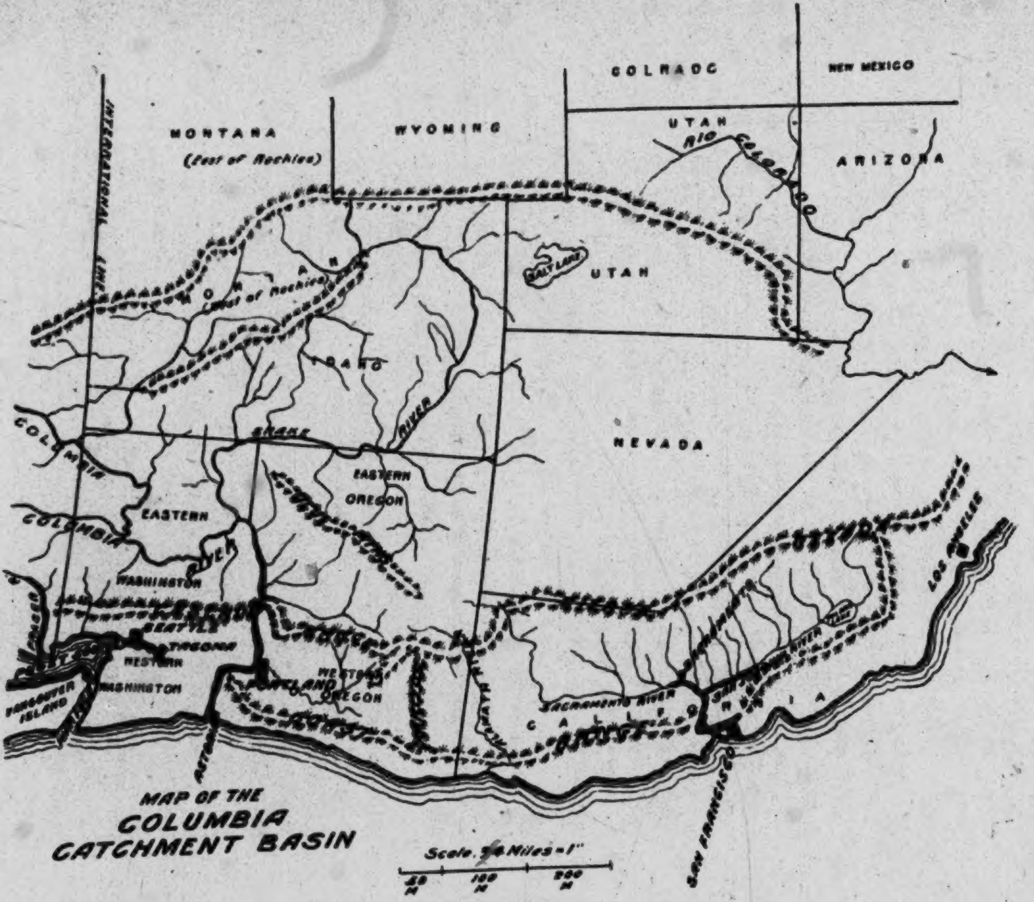
Columbia River, the great river of the West, forms the backbone of Portland's present and future outcome. As the combined Mississippi and Missouri Rivers represent the watershed-area of the Middle West, and the Mackenzie River that of the Northwest Provinces of Canada, so does the Columbia River with its great Snake River and Willamette tributaries represent the watershed-area of the Northwest portion of the United States. The accompanying watershed map and the following schedule of the watershed-area of the Columbia River, in square miles, furnish the best comprehensive indication of the magnificent future of Portland.

WATERSHED IN SQUARE MILES.

Within State of Montana	300×100=30,000
Within State of Idaho	450×160=70,000
Within State of Washington	200×200=40,000
Within State of Oregon (East)	200×200=40,000
Within State of Oregon (West)	150×100=15,000
Total	195,000
Within British Columbia	30,000
Grand total	225,000

Excluding the area north of the International line, the total watershed of the Columbia basin covers about 125,000,000 acres. Assuming that forty per cent. of this area is available for agricultural purposes, that gives 50,000,000 acres for settlers; a large portion of which is irrigable. Hence, it is possible to foresee a population therein of fifteen millions; such is Portland's future business outlook.

San Francisco, Tacoma and Seattle possess no similar waterway connection with the country east of the Cascade and Sierra Nevada ranges; such as forms the bulk of Portland's future trade. San Francisco, in this agricultural aspect, has only the Sacramento and San Joaquin Valleys, the watershed of which contains about 60,000 square miles=38,000,000 acres, forty per cent. of which gives 15,000,00 acres for agriculture. Then Portland has an interior forestal backing in the way of lumber greater than San Francisco, Tacoma and Seattle combined. San Francisco has only two


MONTANA
(East of Rockies)
WYOMING
COLRADO
NEW MEXICO
UTAH
RIO COLORADO
ARIZONA
INTERNATIONAL LINE
MONTANA (West of Rockies)
IDAHO
UTAH
SALT LAKE
NEVADA
COLUMBIA
SNAKE
RIVER
EASTERN OREGON
COLUMBIA
EASTERN
WASHINGTON
RIVER
SEATTLE
TACOMA
WESTERN
WASHINGTON
VANCOUVER ISLAND
PORTLAND
WESTERN OREGON
SACRAMENTO RIVER
CALIFORNIA
SAN FRANCISCO
LOS ANGELES
Miles = 1"
100 M
200 M

MAP OF THE
COLUMBIA
CATCHMENT BASIN

railroad systems, the Southern Pacific and Santa Fe; Portland will very shortly have four railroad connections—the Southern Pacific, the Northern Pacific, the Great Northern and the Canadian Pacific systems. San Francisco has its splendid natural harbor, and so possesses a great marine and commercial advantage. From an engineering point of view there can be no doubt about a forty-foot depth of river channel being secured and maintained between Portland and the open sea. The vast extent of back country through which the Columbia and its tributaries flow (so rich in the natural resources of "field, forest and mine"), fully justifies the expenditure of the needed capital upon the improvement of the Columbia River and its main tributaries. During the past twenty years my professional engagements have carried me throughout the vast watershed-area of the Columbia River. I have seen and studied the wonderful natural resources therein, and, hence, I dare to predict that Portland is bound to become the largest and wealthiest commercial and manufacturing city on the Pacific Coast. Its temperate, healthy climate, the vast natural resources of the interior, the abundance of water-power available from hundreds of sources and a most beautiful surrounding country cannot fail to attract and hold both population and capital.

Furthermore, I believe it possible, and even probable, for Portland's more rapid growth in population and wealth in the near future, through the development of the now occult and wholly unexplored natural resources of what should be Oregon's own oil-fields. My faith in the existence of these is based upon the fact that the oil-fields of California are mainly found in the geological strata known as the Miocene or Neocene sandstones and shales, and, more especially, in the geological horizon of the Middle Miocene rocks. Oregon possesses, from my own personal observation and study, a far greater area of these oil and gas Miocene formations than California. In Eastern Oregon, especially, and in the Willamette Valley to less extent, these Miocene formations abound. In Eastern Oregon these are known to be fully 3,000 feet in vertical thickness, and extend in width over one hundred miles. These are marvelously rich in fossiliferous, diatomaceous and foraminiferous organic materials of marine origin. These form the accepted sources of petroleum, bitumen and asphalt on the Pacific Coast. Before the Cascade and Coast ranges of mountains were elevated the waters of the Pacific Ocean extended eastwards to the western slope of the Blue Mountains, and these Miocene strata formed the bed of that ocean.

The fact that petroleum is recognized as being associated with salt or marine materials adds significance to the probable value of these vast fossiliferous deposits in Oregon. The tremendous force and extent of the upheaval of these mountain ranges caused the pressure and heat in these Miocene strata which have made them metamorphic, anticlinal and vastly disturbed. Through this squeezing and crumpling process on these rich vegetable and animal-organic strata, petroleum, bitumen and asphalt would be the outcome. Hence, as 40 years ago I ventured to predict for California vast material betterments from irrigation of the semi-arid lands, so now I venture to predict the same for Oregon, both from the irrigation of its arid lands and from research of its vast marine fossiliferous sub-lying strata. I would say to my Oregonian friends: "Seek by deep-test-sinking and you may probably find your oil-measures; from which Portland and the state at large will prosper exceedingly."

In this connection it should be well borne in mind by capitalists that a considerable area of these marine Tertiary formations in Eastern Oregon are overlaid by Pliocene and later geological sedimentary deposits and Columbia basaltic lava-flows; also, that they are underlaid by the Cretaceous formation, in which, so far, fossiliferous materials are not so abundant, or encouraging to petroleum findings. Hence, in order to avoid useless expenditure of capital in test-sinking exploration-operations, skillful and experienced geologists and civil engineers should be employed in the supervision of the exploratory operations.

The foregoing history of my active and continuous professional services, embracing a period of fifty-four years in the Eastern and Western Hemispheres of earth, exemplifies what an English civil engineer, like hundreds of others, can find to do in following usefully his noble and ever-needed profession. The institution of which I have been a member since January, 1865, was formed in June, 1828, primarily with the object of "promoting the art of directing the great resources of power in nature for the use and convenience of man." I sincerely trust that it may serve to encourage younger engineers to show grit and perseverance in following their profession, and to realize the most important fact that a good name and a conscience "void of offense towards all men" are better than riches and will give them the best kind of peace of mind to the end of this earthly life. The practical and varied experiences of over forty years in England, Scotland, India and North America have taught me how hard is the endless fight for honesty, and for the righteous performance of duty, for the progress and betterment of the world against the open and insidious forces of selfish conservatism, and what Americans term "graft." I had to struggle against this natural selfish and wolfish nature of the human in India as represented by the contract system. I underwent the same conflict in America in the cases of the Richmond, Montana and Alaska mines. I fought the same fight in my native county of Norfolk, wherein the absurd and unfair parochial system of maintaining the much-used public highways had to be overcome, and in which the political element, for the sake of keeping and winning votes, was my open and secret opponent. I met with the same opposition in the Highlands of Scotland from a small cabal of factors and others, who wanted to maintain their former unfair authority over the crofters, which had caused them to revolt, and who desired to retain, for their own selfish aims and patronage, the Duke's shootings and fishings.

Reminiscences of Religious Views

The spiritual side of man being the primal and the eternal one, and the representative of the real "ego" or individualism of the human in creation, is naturally, to oneself, the most important subject of thought in this life. So I review the past and the present personal experiences gained in boyhood, youth, prime of manhood and old age. Brought up from infancy in the doctrines and dogmas of the Church of England, I had naturally been fully impregnated with them, and had, more or less, lived up to them until past my physical prime. I had witnessed and studied the human spiritual faith of the white, brown, red and black races of Europe, Asia, North America and Africa, and, in a limited measure, had considered the outcome thereof. The first important impression on my mind in regard to the spiritual and ethical sides of living humanity I gained from my acquaintance with Dr. David Livingstone in Bombay during the winter of 1865, just before he left for Zanzibar on his last return to Dark Africa. I had listened with the greatest interest to his recitals of his life and experiences among the Hottentots, who were on the borderland of the human and the ape. These revealed to my mind most forcibly the remarkable difference existing in the spiritual and physical conditions of humanity within the British Empire. The antipodean difference in the standard of civilized spirituality and morality within this world-wide empire was, and still is, most striking to every thoughtful mind. Therein was our beloved Queen Victoria on the throne of England, who represented womanhood at its best and all that was pure and righteous in the highest sphere of England's social life; and therein was the brutish Hottentot and the Black Indigene of the Australian bush. I then remembered that our race had lived in the stone age and were barbarians and given to human sacrifices under the druidical theocracy but 2,000 years back in the era of earthly life. This realization made me comprehend better than ever before that though our Creator had made all races of man on earth physically of one blood, He had started them in this earth stage of eternal life from a very low round of the ladder of evolutionary progression. This made me appreciate the truth and the caution in those words of our Christ, "I judge no man." Our Creator and Father alone can be the judge of the measure of each human conscience of good and evil, which alone is the measure of its moral development. I realize, too, that we are the parents of our children's physical bodies only. "Call no man on the earth your father; for One is your Father; He is in heaven," was the teaching of Jesus, who also preferred (in this sense) to call himself the Son of Man, thus making God *The Man*. This, too, made me realize that this physical world of ours is intimately associated and intermingled with the spiritual, or more refined realms of matter, which human intellect has failed to fathom; that there are myriads of human-spirit entities awaiting their destined moment of incarnation; among whom are those of antipodean difference in spiritual and ethical characteristics. We parents, however highly civilized and refined we be, cannot control this destined flow of emigration of immortal human entities into our family circle and social life in this world. Everywhere we see its actuality in what we are apt to term the "black sheep" in so many families. It seems to me that this undeniable evidence should serve to call out our highest charitable sense of humane action in our treatment of criminals and insane, and in our fuller charitable feelings towards all men, civilized and refined, as well as ignorant and brutish. I recognize the difference between the hereditary physical attributes, strength and weakness, of the bodily framework and the hereditary spiritual outcome in mind and individuality. The former is purely of a temporal and materialistic nature; the latter is of an eternally upward predisposition through its origin. It is only from the latter that we are able to realize the full force and meaning of the Brotherhood of Man and the Fatherhood of God. I do not say that personally I believe from faith and a Christian training, but that I now *know* from personal instinct, and review of a long life, that I and all mankind are spirits from the Alpha and to the Omega of our eternal life. Our life here seems to me like a chess-board and variety of movable figures thereon, controlled or ordered, *nolens volens* on our part, by what we are wont to term Providence, destiny or fate. I further realize that the truest happiness and the best spiritual and physical health we can enjoy in this life, from boyhood to oldest age, is found in active, useful and constant physical and mental employment and activities. Nature "abhors a vacuum," and, in the animated world around us, shows us that the busy bee and the ant, and not the drone, serve to develop the useful features and resources of mundane existence. Hence from this knowledge and observation I believe that our next stage in life will demand and develop the same progressive outcome of activity and strenuous endeavor for which we shall be fitted by a more refined condition of body. In this life we perceive two living forces at work—the automatic and the voluntary. The automatic action of the heart, lungs and digestion never ceases, never is weary. On the other hand, the muscular and nervous systems, being under the control of the will, need the intermissions of rest and sleep.

Those of my old friends and acquaintances still living will, I feel sure, appreciate some of these old-time reminiscences.

ROBERT MAITLAND BRERETON.

Woodstock, Oregon, February, 1908.

APPENDICES

Professional Services in
ENGLAND
SCOTLAND
INDIA
NORTH AMERICA
SOUTH AFRICA

Indian Mutiny Period

BOMBAY PRESIDENCY

TROUBLE WITH THE KHANDEISH BHEELS IN 1858

Mandoor, Khandeish, January 21, 1858.

R. W. Graham, Esq.

My Dear Sir: There has been a fearful business here. Five hundred Bheels got into a formidable place in Sakee (River), just where the road from this to Nandgaum crosses, night before last. They looted the whole of my kit, smashed my instruments, and I had two most wonderful escapes from certain death. About 450 troops of all sorts attacked them about 11:30 yesterday and could do nothing against the rascals, who were invisible. Montgomery, head of the police, severely wounded; Stewart of the Nizam's killed; Davidson of the Twenty-first very dangerously, and Chamberlain of the Twenty-first; four officers out of seven, and over 60 men killed and wounded.

The Bheels had the best of it and repulsed the whole force three times and ultimately kept their own (ground). I was for three hours under fire; it was a horrid sight to see the fellows knocked over. The Bheels took my gun and rifle and ammunition.

The old (Bheel) watchman of mine was the leader of the party who plundered my kit and he smashed my theodolite. I have sent word to Hawkes and Blake to go into Malligaum directly, as the authorities say they are not safe. I have told them to let Pocock know. You had better not come this way, unless with great care, as no one knows where the Bheels may be; there is another force of them somewhere about. The Bheels are sure to be furious and excited after their victory, such as it was. I will let you know further particulars in a day or two; I am writing under difficulties. I am not safe anywhere alone for thirty miles round. The whole of my cooking pots and pans are gone and warm clothing; in fact, all my valuables. I have had a wonderful escape on two occasions and can but be thankful. They have sent to Malligaum for guns, and till these arrive nothing will be done against the Bheels.

(Signed) R. M. BRERETON.

R. W. Graham to James Berkley, Chief Engineer.

Nassick, Jan. 23, 1858.

My Dear Berkley:

I enclose you a letter received last night from Brereton, giving an account of an attack on his tents by the Bheels, and the very disastrous affair in which our forces were worsted, on the following day. I take this opportunity of expressing my hope that the company will not allow him to suffer any pecuniary loss. He has suffered directly from the disturbed state of the country, and in consequence of his steady and persevering discharge of his duties in a district which has for long been more or less threatened.

A report from the officer in command to Mr. Chapman, who is with me, fully confirms all the particulars in Brereton's letter. It has been a most disastrous affair.

(Signed) R. W. GRAHAM.

R. M. Brereton to J. J. Berkley, Chief Engineer.

Munmar, Feb. 5, 1858.

My Dear Sir:

I beg to submit, for your kind consideration, the enclosed list of articles of property, looted and damaged by the Bheels on the 20th ultimo, trusting that you will submit the same to the company as a claim for compensation.

As no precaution on my part could have prevented the loot, and as I have jeopardized my life and property for the last three months in a district peculiarly dangerous, from the shelter it affords to the Bheels, owing to the dense jungle and hilly country, I hope the company will not object to my claim for compensation. The recent fight will, I think, sufficiently show the dangerous character of the Bheels, and what little mercy one may expect from them now, if placed in an unprotected and isolated position. The danger, however, I have most to fear is from a Ramoosee and about twenty of the Issool Bheels. This man was in my employ for several months, and when the first rising of the Bheels in these parts took place he bolted and joined the rest. He and the Issool Bheels were the parties most active in the looting of my kit on the twentieth, and he has sworn to kill me should he get a chance, for having, as he imagines, given intelligence to the police authorities and been the cause of their being disarmed a few months since. If, therefore, the company will allow me the protection of a guard till the authorities have reported the country to be safe again, I shall be quite willing to continue my field operations; but without a guard, I do not feel disposed to give the Bheels a further chance at me; particularly after what I have undergone lately, and the narrow escapes I have had. The few articles that the Nizam's cavalry found after the fight, I had to pay one hundred rupees to get, as their officer stated that all property found after a fight was "loot" and at the finder's disposal.

(Signed) R. M. BRERETON.

J. J. Berkley to W. Langdon, Secretary, G. I. P. Ry. Co.

Bombay, March 6, 1858.

Sir: I have the honor to report that on the twentieth of January, last, while Mr. Brereton was zealously discharging his duties to the company, his camp was surprised by a large gang of Bheels, who were immediately afterwards attacked by Capt. Montgomery's force. Mr. Brereton behaved with much coolness and judgment and had a miraculous escape for his life.

I enclose a note from Mr. Brereton to myself, dated the fifth of February, a schedule of his losses and a note from Mr. Graham testifying to Mr. Brereton's zeal in the company's service, and to the inevitable character of the attack that was made upon him.

Under the circumstances of this case, I trust the committee will allow compensation to be paid to Mr. Brereton and move the government to sanction it.

As the field operations in Khandeish upon contract No. 12 are very urgent, I recommend that all those officers whose duties call them out into the disturbed district should be allowed a guard of four men which Capt. Arthur will allot to them, upon such officer undertaking to pay the guard at the rate, I believe, of seven rupees a month to each man.

(Signed) JAMES J. BERKLEY.

W. Langdon, Secretary, G. I. P. R. Co., to Capt. H. Rivers, R. E.

Bombay, 12th March, 1858.

Sir: I am desired by the committee of directors to bring to the notice of the Right Honorable the Governor in Council that on the twentieth of January last Mr. Brereton, assistant engineer, while engaged in staking out the line along contract No. 12 had his camp surprised and plundered by a large body of Bheels, who were afterwards attacked by Captain Montgomery's force.

For particulars of this case I have to refer you to copy of the letters respectively, from Mr. Brereton, dated the 21st January and 5th ultimo, and Mr. Graham's letter of the 23rd January, sent herewith.

2. Mr. Brereton now seeks compensation for his losses, amounting to rupees 1,553, as per schedule, which accompanies; the committee having looked into the claim and being of opinion that it is not unreasonable, instruct me to recommend to the favorable consideration of his Lordship in Council the grant to Mr. Brereton of compensation in the amount stated.

3. As the field operations in Khandeish upon contract No. 12 are very urgent, the committee would also recommend that all those officers of the company whose duties call them out into the disturbed district should each be allowed a guard of four men which Captain Arthur will allot, upon an undertaking being given to pay each man so employed at the rate of rupees 7 per mensem.

(Signed) W. LANGDON.

Resolution of Government No. 251 of 1858, March 25th.

1. The grant of compensation sought by Mr. Brereton to the amount of rupees (1,553—) one thousand five hundred and fifty-three is sanctioned.

2. The decision of Government on the railway company's application for police guards (paid by them) for their engineers in districts where there is a probability of disturbance, will be communicated from the Judicial Department.

(Signed) W. HART,
Secretary to Government.

Later Lord Elphinstone, the Governor-in-Council, passed a resolution commending the services of those of the G. I. P. Railway Engineering Staff who were employed in the disturbed districts.

The Following is the First Testimonial for His Services Received by Robert Maitland Brereton, Civil Engineer, in 1856.

From Mr. T. H. Bertram, M. Inst. C. E., Resident Engineer of the Great Western Railway, Paddington, London, October 23, 1856.

"I have much pleasure in certifying that Mr. Robert M. Brereton, having been placed by Mr. Brunel on the engineering staff here, during the execution of very extensive works connected with the new station arrangements of the London terminus, has had considerable experience in building, both in bridges and in warehouses, workshops, etc., and in iron girder-work, timber framing, road making and rail laying, as well as in hydraulic and other machinery.

He has been careful and zealous in the superintendence of the works under his care, and has proved himself an intelligent and efficient assistant, while his gentlemanly demeanor and conciliatory manner have made him deservedly popular with every one."

(Signed) T. H. BERTRAM, M. Inst. C. E.

Government and Other Recognition of Mr. R. M. Brereton's Services in Making Rail Connection Between Bombay and Calcutta, March, 1870.

No. 1272 of 1870. Resolution.—His Excellency (Sir Seymour Fitzgerald) the Governor in Council desires, on the retirement of Mr. Brereton, to record his sense of the valuable services tendered by that gentleman, more especially, in furthering the through opening of the Great Indian Peninsula Railway line to Jubbulpore, in March last.

2. The establishment of an unbroken communication between Calcutta and Bombay is one of the most important events connected with the progress of railways in India, and government consider that to the energy, activity and skill displayed by Mr. Brereton, the avoidance of further delay in the completion of the line is mainly due. His

Excellency in Council learns with regret that Mr. Brereton's connection with the Great Indian Peninsula Railway Company is about to terminate.

(Signed) J. L. TREVOR, Lieut. Colonel, R. E.,
13th September, 1870. Under Secretary to Government.

From Captain Edward Brooke, Private Secretary to Lord Mayo.

Simla, September 8, 1870.

My Dear Brereton:

The Viceroy desires me to inform you he is very greatly pleased with all you have done in connection with the Great Indian Peninsula Railway, and that he will not forget you when a chance arises.

Very sincerely yours,
(Signed) EDWARD BROOKE.

Extract From the Viceroy's Speech at the Opening, March 7, 1870.

"On this day the great distance of 1,070 miles of the Great Indian Peninsula Railway system has been opened to the public; Calcutta and Bombay are brought into close connection and this great peninsula is at last bridged by a railway 1,800 miles in length.

"When we look back to the history of this undertaking, we must recollect the very great difficulties which attended its early progress. The thing is now comparatively easy, much more is known, the organization of labor is less difficult and our able engineers have the light of experience and history to guide them. But in the early days of this undertaking far greater difficulties, which no longer exist, had to be encountered, and therefore we must make due allowance for what may seem a rather protracted period over which these works have extended. During that time periods of great scarcity occurred; the mutiny also occurred in the early history of this enterprise, and there have been several violent outbreaks of disease, so when we look back upon the whole history of this railway we may well wonder at the perseverance by which in its earlier stages the work was carried on. * * * * In a generation we have placed in India as great results of British enterprise as exist in any other part of the world, and those gigantic monuments of early rule will, for ages, remain as lasting memorials of the good we have done and of the benefits we have conferred on the people of this country. But last they will, and it may happen that a thousand years hence, Mr. Brereton's ghost may still hover with anxious solicitude over the unbroken piers of the Towa Viaduct, when Macauley's New Zealander is sitting on the ruins of London Bridge."

Mr. John Morris, Chief Commissioner of the Central Provinces, in proposing Mr. Brereton's health at the opening, spoke as follows: "The completion of this railway is of the deepest interest to the officers of this commission, for there can be no doubt but that the opening of the railway will be a most important boom to these provinces. Hitherto the Nerbudda valley has been almost perfectly closed for four months of the year, but this will no longer be the case, and consequently for the future the prices of the Nerbudda valley will be equalized. * * * * Then, speaking of the works, I would express my thorough conviction that the success with which they have been crowned, and the solidity of their construction, is chiefly due to the untiring energy and the indefatigable labor of the chief engineer and his staff, who have worked with indomitable perseverance through heat, rain and disease to make up for the shortcomings of a former mistaken system which brought about the casualties of last year. Those labors alone are sufficient to prove that the service is one of danger as well as toil. It is not for me to thank him formally, for that has already been done by a far more distinguished person; but having had opportunities of seeing their labors and estimating their value, I must take this opportunity of expressing my thanks to him and assistants, and I beg to commend to your hearty acceptance the toast which I now have to propose—the health of Mr. Brereton, the chief of the engineer staff of the Great Indian Peninsula Railway Company."

Letter from George Turnbull, Chief Engineer of the East Indian Railway, who Attended the Opening of the Line.

My Dear Brereton: I most sincerely congratulate you on this very successful opening through to Jubbulpore. It is a very great achievement and one that you may well be proud of. You were quite right to open through when you did. Such a concurrence of Prince and Viceroy does not happen every day.

Very truly yours,

(Signed) GEORGE TURNBULL.

Letter from Sir Neville Chamberlain, A. D. C. to H. R. H. the Duke of Edinburgh, who Attended the Opening and Durbar.

Dear Mr. Brereton: I am desired by His Royal Highness to say that he will be much obliged to you, if you will send him a good photograph of the "Alfred Viaduct." His Royal Highness has been greatly pleased, and interested, in having been allowed to take part in this great opening of the through line, between Bombay and Calcutta, and he congratulates you on your success.

I enclose seven photographs bearing His Royal Highness' autographs, and the Duke requests that you will distribute them, as may seem best to you, among the most deserving of those gentlemen who have struggled so hard with you to complete the line on time.

Very truly yours,
(Signed) NEVILLE CHAMBERLAIN,

Letter from Captain Arthur B. Haig, R. E., Equerry to H. R. H. the Duke of Edinburgh, on Receipt of the Photograph.

Clarence House, Nov. 5, 1871.

My Dear Sir; His Royal Highness desires me to express to you his warm thanks for it. It will always remind him of a very interesting and important event during his Indian tour.

Very truly yours,
(Signed) ARTHUR B. HAIG, Equerry.

Letter from Sir Henry Durand, Member of the Supreme Council.

Murree, September 7, 1870.

My Dear Brereton:

Yours of thirty-first only just received. I write, however, on the chance of this reaching you in time to wish you a pleasant journey home and stay there. You will, of course, call on Sir William Baker at the India Office, to give him all information as to your labors on the G. I. P. Ry., and please mention my name to him. This is mail day, and I hope to send him a line about yourself. If you look to

H. R. H. THE DUKE OF EDINBURGH
1870

MR. AND MRS. HENRY BOULDERSON,

Bengal Civil Service. The oldest and the best of my Indian friends.

employment in India, keep your name before the S. of S. at the India Office and the Government of India out here, for sometimes men are wanted suddenly.

Sincerely yours,

(Signed) H. DURAND.

Letter from Colonel H. D. Daly, Resident at Indore.

My Dear Mr. Brereton: The Maharajah wishes me to thank you for all your kindness and assistance, and for your hospitality to him during his recent trip to Jubbulpore to meet the Viceroy and the Duke of Edinburgh. Your success is wonderful, and you certainly deserve all the credit of the achievement.

Very truly yours,

(Signed) H. D. DALY.

Letter from Sir Salar Jung, who Attended the Opening and Durbar.

My Dear Mr. Brereton: I write a few lines to congratulate you on your very successful achievement. I am delighted with all I have seen. These railways are really wonderful inventions, and I hope we may soon have one to Hyderabad. I go on with Mr. Saunders tomorrow to Benares, and then we visit Calcutta and Madras. I will write you more fully on my return to Hyderabad.

Very truly yours,

(Signed) SALAR JUNG.

Letter from Lord Lawrence, ex-Viceroy.

26 Queen's Gate, W., December 3, 1870.

My Dear Sir: I quite concur in the general view which has been taken in India of your labors and merits in regard to the Jubbulpore Railway, and I shall be very glad if the authorities reward them in a suitable manner.

Very truly yours,

(Signed) LAWRENCE.

Extract from "The Times of India," Bombay, September 14, 1870.

A CIVIL ENGINEER.

"Mr. R. M. Brereton, C. E., recently chief engineer of the North-Eastern branch of the G. I. P. Railway, leaves India by the outgoing mail, after an arduous service of fourteen years. Ever since 1856-7 Mr. Brereton has been at work doing his part, and that a very substantial one, towards carrying out the principal railway comunications of this Presidency. This service was fittingly brought to a close by his strenuous and successful exertions, and those of his assistants, in completing the line through that once terrible Nerbudda valley, thereby bringing Eastern and Western India into easy and speedy communication with one another. All the proceedings connected with the ceremonial opening of the junction last March, when their Excellencies Earl of Mayo and Sir Seymour Fitzgerald held high festival in celebrating the event, are duly remembered in Bombay.

"It is said that, thanks to Mr. Brereton's exertions, and the vigor which he was enabled to inspire in all concerned, the junction was effected eighteen months earlier than it had been calculated would be required. If we put the time saved at twelve months, that represents a large gain to the company and the public—to the former a year's interest on the capital expended between Bhosawell and Jubbulpore, and a year's profit on the traffic, not only of that section but of the new through trade, which was until now impossible. And the traveling public have been saved for the same twelve months the extra fatigue and cost of the roundabout Nagpore route.

"It is no extravagant eulogium to say that Mr. Brereton is one of the worthiest representatives of the civil engineers who have carried out the present Indian railway system. In this character, a complimentary dinner was given him on Monday evening by his associates and comrades. Some seventy or eighty were present, including several of the B. B. and C. I. staff. Mr. LeMesurier, the agent of the G. I. P. Railway, presided. Though the gathering was large, its strictly private character was maintained, and we have no report to give of the good speeches which were, we doubt not, then delivered. We believe that, as usual, Mr. Brereton took occasion to do full justice to the engineers, contractors and other helpers with him in the great work. It is understood that Mr. Brereton (who has fairly earned and secured the confidence of the local and supreme governments) is not unlikely to return to this country in some independent capacity, in connection with public works.

Another Bombay Paper of September 18, 1870, Refers as Follows to the Resolution Passed by the Governor in Council in Special Acknowledgment of Mr. Brereton's Services.

"In placing this recognition on permanent record, the government has said no more than what is really just of one who, in all but the technical meaning of the term, must be classed amongst its valuable public servants. And, by contrast with the bearing of Mr. Brereton's own superiors to him, this freely rendered testimony on the part of Sir Seymour Fitzgerald and his colleagues is all the more valuable and significant. If what we hear of the G. I. P. directors' conduct toward their indefatigable and faithful servants be correct, another proof has been given of their incapacity, or the unfitness of their executive for dealing prudently and wisely with the great interests under their orders in this remote land. But it is the G. I. P. Board rather than Mr. Brereton who, in the long run, will suffer from any want of liberality on their part."

Letter From Mr. Hugh Childers, M. P., First Lord of the Admiralty, and Previously Chairman of the G. I. P. Railway Company.

Whitehall, S. W., April 20, 1870.

My Dear Mr. Brereton:

Although I am no longer connected with the G. I. P. Railway Company, I take the greatest interest in its welfare, and I am very much obliged to you for the account of the opening, etc. I heartily congratulate you on your successful achievement. It is remarkable how little notice this has attracted here, and that the completion of one of the greatest thoroughfares in the world has hardly been worthy of a paragraph.

Very truly yours,

(Signed) H. C. E. CHILDERS.

The Following is the Only Public or Private Recognition of His Services of Fourteen Years' Duration That Mr. Brereton Ever Received From the Board of Directors in London. It is taken from the Board's Report to the Proprietors, Read at the 89th Half-Yearly General Meeting, May 14, 1869.

"Paragraph 3. The company's officers in India continue to bestow their earnest attention, on effecting the completion of through railway communication with Calcutta and Madras at the earliest date possible. In furtherance of this object, Mr. Knox, the agent, in company with Mr. Brereton, chief resident engineer of the northeast division, and the government engineer, inspected the whole of the northeast line in course of construction to Jubbulpore, during the month of November last, and as the result of this visit altered arrangements were adopted, with the sanction of government, for carrying on the works of the several sections from the end of the open line at Beerh to Jubbulpore, the operation of which has enabled Mr. Brereton in a recent report to express his conviction "that all the mass of work in hand will be successfully completed by May, 1870.' The directors have great pleasure in recognizing the skill and energy evinced by Mr. Brereton in the performance of very arduous duties, by which considerable difficulties have been overcome, and the execution of work of a satisfactory character secured."

Letters From Salar Jung, Administrator of the Nizam's Dominions, Showing His Appreciation of Mr. Brereton's Work in the Deccan.

Between 1865 and 1867 Mr. Brereton was resident engineer of No. 18 contract, betweeen Goolburgah and the Krishna River, within the Nizam's Dominion. Returning from Hyderabad (where he had been on business matters to see Sir George Yule, the Resident, and Salar Jung), in November, 1866, his horse fell on its side and Mr. Brereton's left leg was badly broken between the knee and ankle. This occurred when about 60 miles from Hyderabad; the only surgical aid then available was at Secunderabad, so he had himself carried on a charpoy conveyed on the heads of men and women, from village to village, to the house of his friend, Major James Stubbs, who was then first assistant to Sir George Yule, where he was attended by Dr. Pemberton, the residency surgeon. It took over forty hours to reach Secunderabad; in which he suffered much pain from the jolting method of conveyance. The following is copy of a letter written by Salar Jung to Major Stubbs:

Hyderabad, Nov. 21, 1866.

My Dear Major Stubbs:

I heard with much concern yesterday from Sir George Yule that Mr. Brereton had met with a severe accident. I am anxious to know about him and trust the accident does not entail very much suffering. Pray kindly assure him of my sympathy and my earnest hope that he will be all right again very soon; and be able to give me his opinion about the steam carriage; for I am sure neither his friends nor the public can spare for any lengthened time the counsels and assistance of a man of his talents.

(Signed) SALAR JUNG.

The Following Letter Was Written by Salar Jung to Mr. Brereton:

Hyderabad, Dec. 24, 1866.

My Dear Sir:

I was about replying today to your note to Sir George Yule when I received yours to me of this date; I shall, therefore, write to you direct, as by understanding my views on the question of your employment by this Government you will be better able to decide definitely for yourself. I have perused your letter to Sir George Yule with attention, and as I am sure you would wish me to express my opinions candidly, I shall do so at once.

In the first place, the special "consent of the Nizam" to secure your services is a difficult matter. I need not enter into particulars; but as H. H. has authorized me to carry on the general administration of the country, it is wholly unnecessary in such a case as this to apply to him for special permission in your behalf, though of course I shall mention the subject to H. H. when I have an opportunity. It would appear singular, and be out of the usual course, to apply formally for sanction in your individual case. I have mentioned to Sir George Yule that I was prepared to set aside four lacs of rupees annually, namely, three lacs for irrigation works and one lac for roads, etc. This amount I would be able to lay out on these works every year, unless some extraordinary and unavoidable demand was made on the government treasury, such for instance as that of this year for feeding the poor, at a rate which amounts to six lacs of rupees in the year; although even with this drain in our resources, I could at present meet the allotment for irrigation works, etc. But what I mean is that some great and unforseen demand may arise in some future year which might prevent my appropriating the full sum I have mentioned for public works, though of course every exertion would be made not to cripple the execution of these works. The risks attending the service of this state are not more I think than are met with under most governments, except, perhaps, the British. But I do not think there is any fear of an English gentleman losing his post under this government, even if I were to quit office; as it is not usual to dismiss any person employed by this government when once he has been entertained.

Of course the chief engineer would not only have works of irrigation to carry out, but all public works, such as jails, roads, etc., and he would be furnished with competent assistants and office establishments for such works, though this need not necessarily mean the dismissal of the present engineering establishment in the Circar's service, if found equal to the work required of them. The salary granted to the highest officers under the government hardly ever exceeds Rs. 1000, but your high attainments and qualifications render it necessary to offer you a higher rate. If, therefore, you could accept two thousand halee rupees per month and traveling allowance of Rs. 10 a day, this Circar would be able to avail itself of your services. It is not about the outlay of the money that I have had or have any hesitation, but there is a necessity under present circumstances of endeavoring to make the salaries of the servants of government proportionate to one another; but I consider yours an exceptional case, as I know you personally myself, and, independent of your professional zeal and qualifications, I am aware you have a good knowledge of the people of the country and understand the way of dealing with them in a spirit of kindness and conciliation. Allow me to say a few words with reference to one point in your note—the inferiority as a class of the Talookdars, admitting this with reference to some of them, and that the engineer department will be entirely beyond their control, even the limited interference with the present engineers being removed; still the engineers must necessarily have some connection or correspondence with the Talookdars, and not only with them but with the accountant's department, the judicial and the police departments, etc., and they must all endeavor to work harmoniously with one or another. If you or I were to find the Talookdars and people ignorant, and leave them so, we should scarcely be fulfilling our duty, as all our efforts are intended to promote the moral and intellectual, as well as the material improvement of the people of the country. If you resolve upon entering the service of the government, this point should be borne in mind with a determination that, notwithstanding the disgust you may experience from the incapacity and ignorance of any of the officers of the government and the people in general, you would still try to do them good and to improve their condition. I have commenced some irrigation works already and shall not be able to extend them as I wish till I receive your reply, with which I trust you will favor me with as soon as possible.

Very truly yours,

(Signed) SALAR JUNG.

(Note: I did not accept this offer, as I preferred to remain with the G. I. P. Railway till it was connected with Calcutta. R, M. B.)

Copies of Papers Referring to One or Two Special Services Rendered to Government by Mr. Brereton in 1864 and 1870, by the Permission of the Chief Engineer of the G. I. P. Railway in 1864 and by the Agent in 1870.

From Colonel A. G. Crommelin, R. E., Secretary to Chief Commissioner of the Central Provinces to the Commissioner, Nagpore, No. 390, of April 14, 1864.

Sir:

I am directed to acknowledge receipt of the Proceedings of the Local Committee of Nagpore, submitting a report drawn up by Mr. Brereton, Resident Engineer, Railway Department, regarding supply of water to the city of Nagpore from the Telinkheree and Ambajhirree tanks. This question has long been under consideration and the chief commissioner (Mr. Temple) considers that Mr. Brereton deserves the acknowledgment of the administration for the effective assistance rendered in the matter.

(Signed A. G. CROMMELIN.

From Major J. B. Dennys, Vice President, L. C., Nagpore, to Mr. Brereton, No. 54, March 31, 1864.

Sir:

I have much pleasure in forwarding you copy of a local committee meeting resolution, conveying their thanks for your able report, embodying a scheme for supplying pure filtered water from the Telinkheree tank to Nagpore. The report has been sent to the Secretary to Chief Commissioner P. W. D., for an opinion as to the plan which the committee should adopt.

(Signed) J. B. DENNYS.

Extract from the Proceedings of the Local Committee, March 29, 1864.

"That the best thanks of the committee be conveyed to Mr. Brereton for his valuable and comprehensive report. The committee is aware that Mr. Brereton employed time which might have been devoted to his own enjoyment and to recruiting his failing health, in making the observations and enquiries necessary for this report, and they therefore consider that their thanks are due to Mr. Brereton, not only for the able report which he has given them, but for the sacrifice of his own personal comfort which was incurred in preparing it. (Signed) "W. MUNTON,
"Secretary L. C."

From Colonel A. G. Crommelin, R. E., Secretary to the Government of India, P. W. D. (Buildings and Roads), to R. M. Brereton, Esq., Chief Engineer G. I. P. Railway, No. 691 B-M, of 7th July, 1870, Simla.

Sir.

The Governor General in Council particularly desires to obtain the joint opinion of yourself and Colonel Anderson or the state of some unfinished barracks at Jubbulpore, in the walls of which cracks have appeared, and regarding the further treatment of which a difference of opinion exists between the officiating chief engineer and the committee that was appointed to examine the buildings.

I am, therefore, to state that His Excellency in Council will feel much obliged to you if, after the committee (of which you are a member) has completed its investigations at Allahabad, you will proceed with Colonel Anderson to Jubbulpore, for the purpose specified and favor the Government of India with a report, drawn up jointly by Colonel Anderson and yourself, on the causes of the cracks in the barracks, and as to the steps which it will be desirable to take with regard to the completion of the buildings.

(Signed) A. G. CROMMELIN,
Colonel, R. E., Offg. Secretary to the Govt. of India.

Government of India Public Works Department, Buildings and Roads, No. 685, B-M. Simla, July 6, 1870.

Accident to Store Room in the New Gun Carriage Factory, Allahabad, Read Letter No. 1774, Dated 1st July, 1870, From the Superintending Engineer, Third Circle P. W. D., N. W. Provinces.

Resolution.—The Governor General in Council has received with much concern a preliminary report from the superintending engineer of the circle of a very serious accident that has occurred at Allahabad. A large portion of a very extensive godown under construction in the new gun carriage factory has fallen down and a serious loss of human life has been the consequence. The causes of this lamentable accident must be investigated most fully, and a special committee of the following officers, selected as being entirely unconnected with the design or construction of the building, should be at once assembled at Allahabad for this purpose:

President—Major General Travers, V. C. C. B., Commanding the Allahabad Division.

Members—Colonel J. C. Anderson, C. S. I. R. E., Offg. Inspector General of Irrigation. Mr. R. M. Brereton, Chief Engineer, G. I. P. Railway. Mr. Brereton has consented to serve on the committee subject to the approval of the agent of the G. I. P. Railway, which has been requested by telegraph.

2. The committee should meet at the earliest possible date, and the government of the N. W. Provinces should issue such instruc-

tions as will ensure every information being placed before it, as also the presence at Allahabad to give evidence before the committee of the chief engineer and secretary to that government, and of all officers superintending, executive and subordinate, who may have been in any way concerned with the design or construction of the building.

3. The committee will submit their report to the Government of India through the Government N. W. Provinces and should record their opinion not only as to the causes which have led to the catastrophe, but also as to the responsibility of the several officers of the public works department, contractors or others who may have been concerned in the erection of the building.

4. The committee should also examine all the other buildings of the new factory and particularly those that will be subjected to the vibration of machinery, in view to ascertain and report whether they are trustworthy.

Order—Ordered that this resolution be communicated to the Government of N. W. Provinces and the military department for information, and such further action as is called for to give complete and immediate effect to the wishes of the Government of India in this department. Also to the Government of Bombay in the public works department (railway branch) for information in continuation of the telegram of the 5th instant. Also to Colonel Anderson and to Mr. Brereton for information and guidance.

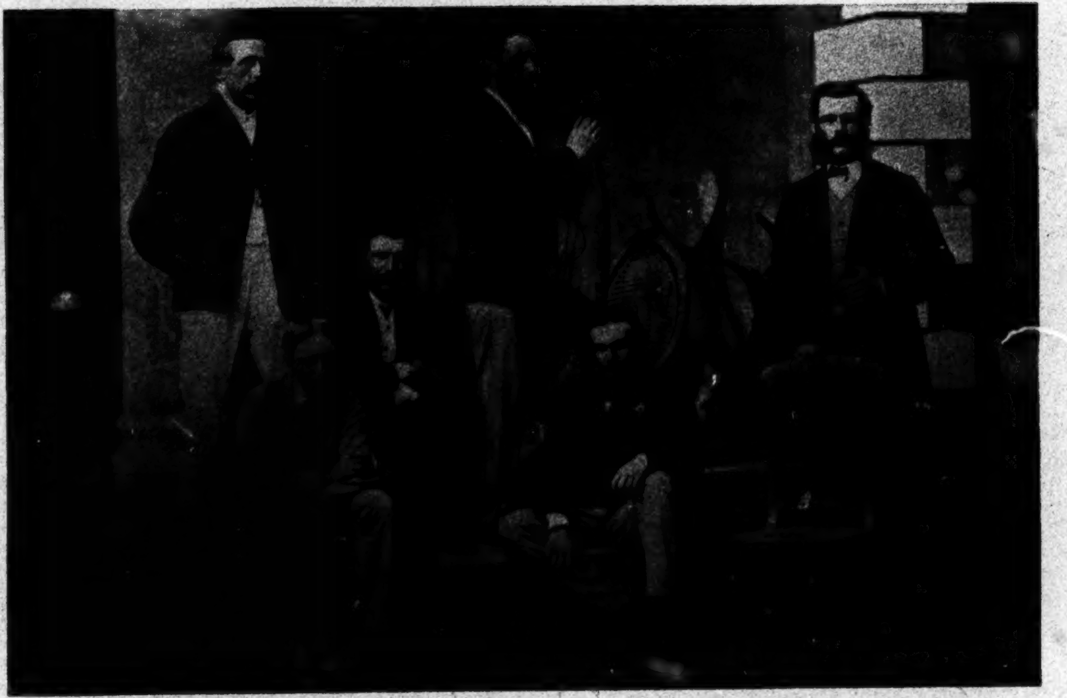
(Signed) A. G. CROMMELIN,
Col. R. E., Offg. Secretary to the Government of India.

Some Evidence of the Engineer Staff's Appreciation of R. M. Brereton, Who Had Worked in Harmony With Them During a Period of Fourteen Years in the Staking Out and Construction of the Greatest Portion of the G. I. P. Railway System.

Bombay, September 6, 1870.

Dear Brereton:

The staff are anxious to meet you at dinner before you go home. Monday next, the twelfth, is fixed, and we hope that it will be a convenient evening to yourself. All of the staff, engineering and otherwise, who can in any way get to Bombay will not fail to be



R. M. B.'s Brother Engineers and Assistants on the construction and completion of the line from Bhosawell to Jubbulpore, 1868-70.

present. Dinner will be served at eight p. m., and we have taken the bungalow lately occupied by the Nawab of Surat, Nesbit Lane, Byculla, for the occasion. Sincerely yours,

(Signed) J. H. ABBOTT,
HENRY CONDER,
C. WARD,
C. W. HAWKINS,
Dinner Committee.

Bombay, September 6, 1870.

My Dear Brereton:

I hope you will keep yourself disengaged for Monday next, as a few of your old friends on the line of all departments want to see you at a dinner that evening to wish you farewell on leaving the line and your departure from India. We have arranged for a bungalow to have the dinner in. You cannot think how glad I am that we shall have an opportunity of expressing amongst ourselves our regard for you and estimation of what you have done for the line.

Sincerely yours,

(Signed) J. H. ABBOTT.

Akola, Berar, August 31, 1870.

My Dear Sir:

I have to acknowledge with great regret the receipt of your letter informing me that you are about to leave the service of the company. I am sure that the staff employed on this branch will readily and gratefully acknowledge in how great a measure the success which has attended our efforts is due to the high example set by yourself in unflinching and self-sacrificing devotion to duty, and in the interests and honor of the company. We are proud to have served under your able leadership, and our highest respect and esteem will follow you when you lay down the authority you have exercised with so much kindness and consideration to us and so great advantage to the company. In the names of the officers of this (Nagpore) branch, I thank you for your kindly acknowledgment of our services and bid you farewell.

(Signed) T. W. PEARSON.

The Following Inscription Is on a Solid Silver Inkstand Which the Staff Presented to R. M. Brereton on His Leaving India:

PRESENTED
TO
ROBERT MAITLAND BRERETON, ESQ.,
BY THE MEMBERS OF THE ENGINEERING STAFF OF THE
GREAT INDIAN PENINSULAR RAILWAY.

As a tribute of their regard and esteem, and in recognition of the personal kindness and cordial good will that existed during the many years he labored with them as a member of the same staff in carrying out the extensive works of the railway and which on the Northeastern Division established through communication between Bombay and Calcutta, when he held

THE APPOINTMENT OF THEIR CHIEF ENGINEER,
September, 1870.

The Late Sir Richard Temple, When Chief Commissioner of the Central Provinces From 1862 to 1864, and When Minister at Hyderabad, Was Intimately Acquainted With R. M. Brereton's Services on the Nagpore Branch and on the Deccan Branch of the G. I. P. Railway During the Sixtieth Decade of the Last Century. Also Sir Bartle Frere Had the Same Acquaintance While He Was Governor of Bombay During the Same Period.

London, February 1st, 1877.

My Dear Brereton:

Your letter dated from San Francisco, January 10, 1877, arrived here yesterday morning. You will perhaps have seen in the newspapers that I am going out to the Cape of Good Hope as Governor and High Commissioner, with some hopes of getting, a portion at least of, the South African colonies to enter a confederation. I am not, at present, in a position to offer you government employment, but the Cape appears to me to offer so fine a field for your talents and experience, in irrigation especially, that I am induced to ask what amount of salary would tempt you to come out there. I have directed Messrs. Stanford, Charing Cross, to send you a copy of Silver's "Handbook of South Africa," in which there is much information; and if there is any other which I can give, I hope you will ask me for it. My departure for the Cape will probably take place early in March, after which my direction will be either direct to the Cape, or "to care of Under-Secretary of State, Colonial Office, London, to be forwarded."

Believe me, ever sincerely yours,

(Signed) H. B. E. FRERE.

Heath Brow, Hampstead, N. W.

My Dear Brereton:

I have the pleasure to acknowledge your letter. I have not yet received any enquiries about you, as apparently contemplated. But if I do, I will very gladly testify to your professional ability and to your experience both large and long. With best regards,

Yours very sincerely,

(Signed) RICHARD TEMPLE.

The Late Duke of Edinburgh, Who Greatly Appreciated His Visit to India in 1870, Made Application to the India Office for the C. S. I. Honor Being Given to R. M. Brereton for His Services in India. The Following Was the Reply Given:

From Horace Walpole, Esq., Private Secretary to Lord Salisbury, Secretary of State for India, to the Hon. W. J. Colville, Equerry to H. R. H. Duke of Edinburgh.

India Office, February 9, 1876.

Dear Sir:

I have shown your letter of the third instant about Mr. Brereton to Lord Salisbury and he desires me to tell you in reply that he regrets that, for the present at any rate, it is impossible to take into consideration the claims of any one for the Star of India. The appointments recently made by the Prince of Wales in India have created three C. S. I.'s in excess of the numbers laid down, and until these are absorbed by vacancies occurring it will be impossible to make any new appointments to the Order. Very truly yours,

(Signed) HORACE WALPOLE.

On June 18, 1871, the private secretary to the Duke of Argyll, then Secretary of State for India, wrote: "His Grace desires me to tell you that all the recent vacancies in the Star of India appointments have just been filled up, and that the new nominations were gazetted on the Queen's birthday. A note has, however, been made of your name for future consideration. He fully appreciates the valuable services which you rendered to railway enterprise in India."

On February 28, 1882, the private secretary to Lord Kimberley wrote: "Lord Kimberley desires me to inform you that he has brought your name before Lord Hartington for the honor of Companion of the Star of India, and that he has been informed that your name has been noted, and that your claim will be considered with those of others on the occasion of a distribution of honors."

On the same date the private secretary to Lord Hartington wrote to R. T. Gurdon, M. P., and Senior Chairman of Quarter Sessions, County of Norfolk, as follows: "I will with pleasure show your strong letter of recommendation and its important enclosures to Lord Hartington, and will take care that Mr. Brereton's claims are brought under His Lordship's consideration when a distribution of these honors is made."

Letters From the Honorary Secretary of the Institution of Civil Engineers, Introducing R. M. Brereton to the Civil Engineers of the United States and Canada, March, 1871.

Mr. R. M. Brereton, M. Inst. C. E., who will present this, has, among other works, especially distinguished himself in the execution of part of the Great Indian Peninsular Railway, on the termination of which he returned to Europe to recruit his health. He takes advantage of the vacation to pay a visit to the United States, and I beg to introduce him very specially not only to the members of the Institution who he may meet, but also to our professional brethren in the States, asking them to kindly further his views and to aid him by good introductions and by affording him the information he may require.

(Signed) CHARLES MANBY,
Honorary Secretary.

February 10, 1871.

This will be presented by Mr. R. M. Brereton, a member of this Institution of some years standing, and lately chief engineer of one of the most important lines of railways in India. He is about to visit the United States in order to make himself personally acquainted with the system of making and working the railways and tramways of that country. I shall be greatly indebted if the engineers and officials connected with the principal railways will afford the necessary facilities to enable Mr. Brereton to carry out the object of his trip. (Signed) JAMES FORREST,

Secretary of the Institution, C. E.

Foreign Office, April 14, 1871.

To Sir Edward Thornton, H. B. M.'s Ambassador, Washington, U. S. A.

Sir:

This letter will be delivered to you by Mr. Robert Maitland Brereton. I beg leave to introduce him to your acquaintance, and to commend him to your protection and good offices.

(Signed) GRANVILLE.

From Lord Kimberley, Secretary of State for India, to Hon. Lionel S. Sackville West, Ambassador, Washington.

Dear Mr. West:

I want to introduce Mr. Brereton, an able engineer formerly in the Indian service, and till lately surveyor of roads, bridges, etc., in our county (Norfolk). He is a very capable and intelligent man and much liked by all who know him.

Yours sincerely,

April 16, 1885. (Signed) KIMBERLEY.

From Sir Henry Mortimer Durand to Mr. E. A. Hitchcock, Secretary of the Interior Department.

British Embassy, Washington, March 10, 1906.

Dear Mr. Secretary:

May I introduce to you Mr. Robt. M. Brereton, residing in this country? Mr. Brereton is a civil engineer and has done much work in India and on the Pacific Coast. He is anxious to meet the head of your Geological Survey. Mr. Brereton's family and antecedents are well known to me, and I shall be grateful if you can introduce him to the gentleman in question.

Yours sincerely,

(Signed) H. M. DURAND.

Letters From Dr. William Pole, M. I. C. E., F. R. S., Consulting Engineer to the Government of Japan, Imperial Railway Department, in London, to Mr. James Forrest, Secretary, and to Mr. Charles Manby, Honorary Secretary, of the Institution of Civil Engineers, in the Matter of the Appointment of an English Chief Engineer for the Railways of Japan.

3 Storey's Gate, Westminster, April 18, 187—.

My Dear Forrest:

Since you were good enough to give me the telegram from Mr. Brereton, I have been to Mr. Ward, Mr. Berkley and the India Office, and have reported what I have heard of Mr. Brereton to my clients, the representatives of the Japan Government in this city. They are so far impressed with Mr. Brereton's qualifications that they wish to give him the opportunity of making personal application for the appointment, and I learn from Mr. Ward that it was Mr. Brereton's intention, independently of this matter, to come to England immediately. I am authorized to ask you to be good enough to telegraph to him as follows: "Ward says you purpose coming immediately, if so, Japan kept open till 1st June; answer telegraph."

Yours faithfully

(Signed) WILLIAM POLE.

3 Storey's Gate, Westminster, April 20, 1872.

My Dear Manby:

I return Brereton's letter with thanks. Forrest will tell you what has passed in the matter. It is, in a word, that my clients are so well impressed with what I have told them of him, that they have consented to keep the appointment open till 1st June, if he likes to come and offer himself for it. I have seen his cousin (R. P. Brereton), Ward, Turnbull and Berkley, and they all confirm your recommendation of him.

Ever Sincerely yours,

(Signed) W. POLE.

Irrigation Work in California

1871-1876

Letter Appointing R. M. Brereton Chief Consulting Engineer.

San Francisco, September 28, 1871.

Dear Sir:

I have the honor to notify you that at the regular meeting of the board of trustees of the San Joaquin and Kings River Canal and Irrigation Company, held this day, you were unanimously appointed chief consulting engineer of said company, at a monthly salary of one thousand dollars (gold), commencing with this date; and you were authorized to make such preliminary explorations and surveys as may in your judgment be necessary. Assuring you of the fullest support upon the part of the board, and hoping you may accept the appointment, I remain,

Yours very truly,
(Signed) SAMUEL J. C. SWEEZY,
Secretary.

Letter From Wm. C. Ralston, Cashier of the Bank of California, to His Excellency the Governor of California (Newton Booth), Who at That Time Was Opposed to Irrigation Enterprise by Capitalists, and Wanted the Settlers to do the Work Themselves, and Who Was Prejudiced Against the Employment of an English Engineer.

San Francisco, January 18, 1872.

My Dear Sir:

I have this moment received your note of sixteenth instant, and must confess that it has given me some surprise, after the verbal explanation I made to you, which, however, in the pressure of business you may have forgotten. Mr. Brereton is no adventurer, but a man of established reputation, who comes to us with the highest credentials for actual service and large experience in such matters; he speaks of what he has seen and knows.

He came at first merely as a visitor to this country and has been induced to remain and aid in this enterprise contrary to his original design. A number of gentlemen who have very large interests at stake on this coast, and therefore seek to promote the common welfare, have thought themselves fortunate in securing the services of Mr. Brereton, with the influence he can bring to bear in Europe, where he is well known and appreciated.

It was not doubted that the Governor of the State would allow his name to be used in behalf of an enterprise of so great and manifest public utility. It has not been used and will certainly be omitted if you so desire.

(Signed) W. C. RALSTON.

First Act of Congress in Regard to Irrigation in the United States, Which Was Obtained Through Mr. Brereton's Personal Efforts in 1872-3.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the President be, and he is hereby, authorized to assign two engineers of the army and one officer of the Coast Survey now stationed on the Pacific Coast, for the purpose of examining and reporting on a system of irrigation in the San Joaquin, Tulare and Sacramento Valleys of the State of California; and for that purpose the officers so assigned may associate with themselves the Chief of the Geological Survey of California and also one other civilian distinguished for his knowledge of the subject.

Sec. 2. That these five persons shall constitute a board, with power to fill vacancies, whose duty it shall be to make a full report to the President on the best system of irrigation for said valleys, with all necessary plans, details, engineering, statistical and otherwise, which report the President shall transmit to Congress at its next session, with such recommendations as he shall think proper.

Sec. 3. That the Secretary of War shall furnish subsistance and transportation for the board while in the field, and the compensation of the members of the board who are not in the service of the United States shall not exceed two thousand dollars each, but the other member of the board shall receive no additional compensation for their services.

Approved March 3, 1873.

Message From the President of the United States, Transmitting the Report of the Commissioners on the Irrigation of the San Joaquin, Tulare and Sacramento Valleys, in the State of California.

To the Senate and House of Representatives:

I have the honor to transmit herewith the report of the Board of Commissioners on the irrigation of the San Joaquin, Tulare and Sacramento Valleys of the State of California, and also the original maps accompanying said report.

(Signed) U. S. GRANT.

Executive Mansion, March 23, 1874.

Letter From Lieut.-Colonel B. S. Alexander, Corps of Engineers, President of the Commission, Inviting Mr. Brereton to Join the Commission as a Member of the Board.

San Francisco, May 6, 1873.

Sir:

At a meeting of the board of commissioners of irrigation today it was unanimously resolved to ask you to join the commission as a member of the board, in accordance with Section 1 of the Act of Congress organizing the commission. Will you please inform me of your acceptance or non-acceptance of this appointment?

(Signed) B. S. ALEXANDER,
Lt.-Col. Engineers, President of the Commission.

Note by R. M. Brereton.

By order of General A. A. Humphreys, Chief of Engineers, Washington, the board of commissioners was confined to an expenditure not to exceed five thousand dollars; so, in order to afford the board the entire disposal of this authorized expenditure for its expenses, I declined the seat on the board, but rendered the commissioners my entire services in the field and in the furnishing of the fullest information regarding irrigation works in India and in Europe, without making any charge for such services.

Letters From Senator William M. Stewart, Senator From Nevada, to Mr. Brereton.

San Francisco, July 8, 1889.

Friend Brereton:

Your favor of the sixteenth ultimo is received. The subject of irrigation is now at last attracting considerable attention in the United States. It is a great work and the people are just beginning to appreciate its importance. The Committee on Irrigation and the Reclamation of Arid Lands, of which I am chairman, will travel over most of the arid region during August and September of this year. The purpose of the trip is to obtain object lessons which will be useful to the framing of legislation to meet the wants of irrigation. I wish it were possible for you to appear before the committee and give it a short history of your experience in India and in the United States in the matter of hydraulic engineering. You could be of great service if you could meet us somewhere on the trip. Let me hear from you.

Very truly yours,

(Signed) WM. M. STEWART.

Washington, D. C., April 26, 1889.

Friend Brereton:

I should be very much pleased if your services could be procured by the United States in connection with irrigation. The people are now taking more interest in that question than they did when you were here. The public land which can be cultivated without irrigation is very nearly exhausted, leaving only the arid lands for new farms. Surveys similar to the ones you made in San Joaquin Valley are now being made and will be continued until the whole arid country is surveyed, reservoir sites and lines of canals for the purpose of irrigation marked out, and the cost of reclamation of each district estimated. If you were here you would be a most valuable assistant in this business. If you decide to come, let me know and I will try to prepare the way for your employment.

Very truly yours,

(Signed) WM. M. STEWART.

Washington, D. C., January 25, 1889.

My Dear Brereton:

The irrigation matter dropped out after I left the Senate in 1875. On my return to this body last year I again commenced to agitate the question and Congress is beginning to understand that it is a matter of paramount importance, and I think we will get such legislation as will enable the people to reclaim many millions of acres of land regarded as desert. The report you made in connection with the San Joaquin Valley Commission is a very valuable document. I have used it to good advantage. I would dislike very much to have you go to South Africa for mines and not be able to invest in this country, and hope that we shall get the bill through and that I will see you soon in Washington. Very truly yours,

(Signed) WM. M. STEWART.

Extract From Government Report of Irrigation Investigations in California, Contained in Bulletin 100, U. S. Department of Agriculture, Washington, 1901, pp. 282-3, About "The San Joaquin and King's River Canal" Enterprise, Designed by R. M. Brereton, 1871.

"The most comprehensive project for the utilization of King's River water of the early days of irrigation development in this region, was that of the San Joaquin and King's River Canal Company, which proposed not only to divert the San Joaquin River water upon the west side of the valley, a project which has been carried out, but who were far-seeing enough to recognize the value to their enterprise of controlling also the waters of King's River and other streams to the south, as well as the overflow from Tulare Lake. Their project was on too stupendous a scale to be carried out in its entirety with the means at command, but it indicates that the value of effecting a control of the water available for irrigation was early appreciated. The records also indicate that their intention to dam up Tulare Lake, using the same as a reservoir, and availing themselves of the flow of King's River sloughs, the Mussel Slough, Four Creeks, Deer and Elk Creeks, Bayou River, Tule River, White River, Peso Creek, Kern River sloughs, Goose Lake, Buena Vista and Kern Lakes and Buena Vista slough. It was also proposed by the same company to utilize by appropriation the waters of Summit Lake and its tributaries; also to convert a fifteen-mile stretch of King's River, near the point where it leaves the foothills, into a reservoir for storage purposes."

The Following Are Extracts From the San Francisco Papers of That Period of the Early Enterprise of the Company, During 1871-5.

From the *Chronicle,* November, 1875:

"We place a special value upon the opinions of Mr. Brereton, who was in India for fourteen years and was acquainted with the government irrigation system in that country. He states in his reports that the expense of irrigating 500,000 acres in the San Joaquin Valley by means of permanent works would be at least $25 per acre, and upon that statement we made the calculation that the whole cost would be no less than $12,500,000. Who has thus far succeeded in showing that these figures are not approximately correct? A brief extract from Mr. Brereton's report to the president of the company will show that he at least fully understands the greatness of the work and weighs the obstacles that are to be encountered. While admitting the feasibility and desirableness of a grand general scheme of irrigation, he holds this language: 'I stated that what I believe to be the *future* of these central plains of California as regards the facilities for irrigation and the great advantages pertaining to the same. These statement were made almost entirely in the *future sense,* because population is yet so small in the valley and irrigation so new to Californians. I wish you very clearly to understand that a complete system of irrigation canals throughout these immense plains must be the work of time and a large increase in population. It may take fifty years or more to develop fully such a system of canals for irrigation and navigation, such as I have contemplated. Though the cost of a complete and perfect system of irrigation may fall on several generations, it certainly rests with the present Californians to introduce a system that shall be capable of future expansion and at the same time be beneficial to the present occupiers of the soil. Canals that may cost $15,000 or more per mile need not for present requirements cost more than $5000 per mile, and it is to the present requirements that your attention should be directed.

" 'Another most important matter for your consideration is the fact that most of the land under the influence of the present canal and in its extension is held by a few individuals. Miller and Lux alone are said to own over 300,000 acres, and if they thought proper to place 50,000 acres of this area under alfalfa they would use all the present supply of water in the canal. I do not know what terms of contract the company has made with these parties, but it seems to me that great care and foresight on the part of the company should be exercised; otherwise the company would be making the rapid fortunes of other parties without receiving for their enterprise a fair *quid pro quo*. My firm conviction is that in irrigation enterprises on any extensive scale, whether carried out by private capital or by the state or by the federal government, the proper principle should be adopted, namely: that of combining the water and the land to be irrigated so that the revenue derived from the products shall pay off the capital invested in providing the irrigation system, plus a fair interest on the capital expended. In other words, if Miller and Lux lands, now worth from $1 to $2 only per acre, become worth, through irrigation, $100 and more per acre, the company should get one-half of the increase, because the land is of no higher value without the water, and the water is without value unless used on the land. It thus becomes an equitable partnership concern; Miller and Lux provide the land and the company provides the necessary water. You cannot raise public or private capital on your bonds sufficient for the enterprise unless the bonds are secured on land and water combined, and such lands must lie below the canals to be capable of being irrigated. Another point you need to consider very carefully, that is, the question of riparian rights, which I understand is secured under the constitution. This is why in this extensive irrigation enterprise I have embraced in my scheme the appropriation of all the water flow from the Sierras south of King's River for the purpose of covering all the land through which the streams flow to the west into Tulare and other lakes.' "

From the *Evening Bulletin*, May 18, 1874:

"The party of capitalists that accompanied Mr. Brereton on the recent excursion into the San Joaquin Valley returned this evening to the city. The engineer of the irrigation works, believing that sufficient progress had been made to demonstrate the success of the enterprise, planned the excursion in order to show what had been done, and claim for it recognition as an accomplished fact. With this idea in view, he issued his invitations, selecting such gentlemen of capital as he believed likely to become interested in the work. It is due to the intelligence and foresight of Mr. Brereton that this early practical demonstration of the capabilities of soil and water thus artificially brought together has been so speedily had. That gentleman perceived that in this portion of the state, settled as it is by a class of farmers from the Western states, to whom irrigation is unknown, a practical showing of the effect of the system was more important than even the system itself. Nothing like it has been seen in this state upon soil not irrigated artificially. Forty bushels to the acre is a low estimate of the production, and there are spots where sixty and even seventy-five bushels will be yielded. Of the canal itself, Mr. Brereton has fully justified the confidence of his friends in his ability as an engineer and constructor. The canal is thirty feet wide on the bottom and sixty-eight feet on the top, and is finished with a skill, care and precision more like the manner in which such works are done in England and in Europe than these American engineering works are generally performed. The gates, sluices, discharge and supply openings are all substantial, and evidently arranged with a thorough knowledge of what is expected of them. The canal carries a depth of seven feet of water. The canal is more than a success; it is a grand triumph of genius and perseverance."

Letters From Sir Arthur Cotton, Sir Louis Mallet, Secretary to the Government of India, India Office, and Sir Douglas Forsyth, Who Was Formerly Commissioner of the Punjaub.

Dorking, February 16, 1877.

My Dear Sir:

Could you not call at the India Office and see Mr. Thornton, the head of the irrigation department there? Mr. Cassels, one of the members of council, is a very kindly man, and would help you in any way he could. If you could call upon him, you might, if you pleased, use my name in introducing yourself. There is not the slightest difficulty in reducing the number of laborers in India; they are always wanting more men than they can get. Though the officials are determined to prevent any great extension of irrigation and navigation, if they can, I am in great hopes that the present spirit in the country will be too much for them. I beg to send you some of my late pamphlets. I am in the midst of a great fight and am wonderfully prepared for it in respect of strength, being better than I have been for twenty years. I hope your great work is going on satisfactorily. Yours sincerely,

(Signed) ARTHUR COTTON.

Dorking, March 18, 1877.

My Dear Sir:

I have written to Colonel Haig to ask him to try and get you appointed to introduce machines into the works in India, if you are willing to go. It will be a capital excuse for getting you into the service, where you would be ready if, as I confidently hope, they set about the prevention of famines in India. I should like exceedingly to see you established there. I have a great set of works in my head, being quite certain that India can be made a garden from the Himalayas to Comorin. I sent Colonel Haig your last letter. I think it would be well for you to write to him, using my name if you please. They are now planning a complete line of waterway from Havre to Marseilles for vessels of 350 tons, part of the works being already in hand, the whole system to cost eight million pounds sterling. They reckon a saving on the present traffic of two millions a year, but the traffic would be increased two or three-fold by the reduction of the rate one-half. I have two volumes of reports and evidence of a commission in the States on the complete establishment of effective water carriage throughout the Union. They have already so reduced the cost of transport that the extent of traffic has become far beyond what all their present means will accommodate. In fact, it is now becoming generally perceived that railways cannot carry the great traffic of a big country. If they are compelled in America to fall back on water-carriage, where they have five months of frost, how much more are waterways desirable in India, where we have no such drawback. Yours sincerely,

(Signed) ARTHUR COTTON.

Dorking, November 26, 1877.

My Dear Sir:

I am greatly obliged for your letter informing me of the excavating machines, which are so grand a desideratum in India. I should be most obliged to you for all particulars of them, their cost and weight, where they could be obtained, how they could be sent to India, etc. I have written to the India Office, telling them what you have told me about your use of them. Could you send the same information that you send me to C. Fouracres, Esq., Dehree, Calcutta, to whom I will write about it? Suppose if they had such machines at work on the Sirhind Canal connecting the Sutledge and the Jumna, where they have a deep excavation of forty miles, in the middle of which they have to cut 100 yards broad at the bottom by seventeen feet deep in sheer earth. The present famine in India will cost the government some twenty millions in actual expenditure and loss of revenue for years to come, but the loss to the people is beyond computation. I hope you are getting on well with your great undertakings. With many thanks for your very valuable information, which will most likely have a powerful effect on the future of India,

Yours sincerely,

(Signed) ARTHUR COTTON.

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76 Onslow Gardens, London, May 3, 1878.

My Dear Mr. Brereton:

I am much obliged to you for a copy of the notes of American and English locomotives. I have shown it to Sir R. M. Stephenson, and at his suggestion have written to India to make some statistical enquiries with reference to the subject. On receiving a reply I shall communicate with you. There is, as you doubtless are aware, considerable prejudice to be overcome before American improvements are adopted by English engineers. Yours sincerely,

(Signed) T. DOUGLAS FORSYTH.

India Office, March 6, 1878.

Sir:

I am desired by the secretary of state for India to thank you for your letter of the first instant, regarding the Wauchope and Slusser machines for excavating and moving earthwork. The question of the employment of these machines in India would be best discussed in a personal interview, and Lord Salisbury would be obliged if you could conveniently call on Colonel Hyde of this office, to whom the papers on the subject have been referred for report.

(Signed) LOUIS MALLET,
Secretary to the Government of India.

Letters Regarding Investment in Some of the Rich Lands of California, and English Settlers Thereon.

From Mr. D. Meinertzhagen, Partner of Messrs. Frederick Huth & Co.

12 Tokenhouse Yard, London, August 4, 1875.

My Dear Brereton:

Pray excuse me for having delayed so long to answer your letter. The reason is that I was waiting to ask my father-in-law about the matter, as he knows a good deal of affairs connected with America and would be able to give useful advice on the subject. I certainly think your scheme a very reasonable and also probably a feasible one, but it is difficult to create a tide of emigration without an agency here, and in that respect I fear I am unable to advise you. I do not know how far you have already been successful during your stay in England in securing good representatives, but that no doubt will be your first difficulty. As to estates properly managed in California, I can only cite my own experience as to their success. The property in which I am interested is in the Salinas Valley. It has now yielded back all the money that has been put into it (the speculation was commenced in 1859) with five per cent interest, and there remain about 4000 to 5000 acres net profit. Should I hear of anything that would interest you in connection with the undertaking you have embarked upon, I shall not fail to let you know. With best wishes, I remain, Sincerely yours,

(Signed) D. MEINERTZHAGEN.

(Note: Mr. Theodore Kearney—an old California friend of the seventies—who I had inspired in 1874 to start a colony, called the Central Colony, near Fresno, for fruit and alfalfa (clover) raising, had succeeded in establishing his beautiful Fruit Vale Estate. He had made a magnificent avenue several miles in length, 140 feet in width; containing three distinct driveways, separated and bordered by a splendid growth of palms, magnolias, acacias, deodara cedar from the Himalayas, oleanders and other semi-tropical trees and plants, which is known as the Chateau Fresno Avenue. This estate then contained about 7,000 acres in Big Dry Creek. He had 1,000 acres in raisin vineyard and 4,000 acres in alfalfa, and had expended $100,000 in irrigation works. In 1887-8 he came to London and sought my aid in obtaining further capital for the development of the property. I introduced him to my friends, Stephen Williamson, M. P., and A. Guthrie, of the firm of Balfour, Williamson & Co., of Liverpool, and Sir Julian Goldsmid, M. P.; from these he obtained the aid he needed. When, during 1871-5, I was surveying this east side of the San Joaquin Valley for irrigation, the whole of this district was semi-desert. In 1903 President Roosevelt visited these irrigated regions of California, and his admiration thereof he expressed in the following terms:

"I have enjoyed to the full getting into your beautiful state. Here I am in the pioneer community of irrigated fruit raising in California. In many other parts of the country I have had to preach irrigation; here you practice it. Throughout the portions I have visited it is literally astounding to see how the land yields a hundred and a thousand fold when water is put upon it. I have been traveling through what is literally a garden of the Lord, in sight of the majestic and wonderful scenery of the mountains, going over these great plains tilled by the hand of man as you have tilled it, that has blossomed like the rose—blossomed as I have never dreamed in my life that the rose could blossom until I came here. No small part of the prosperity of California in the hotter and drier agricultural regions depends upon the preservation of the water supply; and the water supply can not be preserved UNLESS THE FORESTS ARE PRESERVED. I earnestly ask you that you see to it that your resources, by use, are perpetuated for the use of the peoples yet unborn. Keep the waters; keep the forests; use your lands as you use your bays, your harbors, so that by the very fact of the use they will become more valuable as possessions." R. M. B.)

Extract From Wm. C. Ralston's Letter, Dated June 18, 1872, to Governor Booth, Regarding Colonies in California.

As regards colonization from the middle classes of England, we most certainly want just that class of population. I know of no country in the world better adapted to it than this or where the inducements offered are greater, or where that class of people would reap greater benefit from the change. Colonies upon the very same plan suggested by Mr. Brereton have been eminently successful in Colorado, Iowa and other parts of the world. I see nothing visionary about it in the lights of facts now patent. What has been done can be repeated. If the scheme is Utopian, then I fear my views of the resources and capabilities of this state are Utopian also. Time will show whether your hasty criticism is just or not.

(Signed) W. C. RALSTON.

Extract From Letter by Mr. Ralston to R. M. Brereton, Referring to One of His Canal Enterprises for the Great Valleys of California.

May 9, 1872.

We learn with great pleasure that the company you represent has finally determined upon the construction of a canal to extend from Tulare Lake, along the foothills of the San Joaquin Valley, to tide water at Antioch on Suisun Bay, a distance of 180 miles; also that this canal is to convey a volume of water sufficient for purposes of irrigation and navigation and mill-power; that the supply of water, according to the most careful estimates and surveys is quite ample and that the country to be passed through presents no serious obstacles to the work, but is, on the contrary, favorable in nearly all respects. This is, without doubt, an enterprise of great magnitude, involving a large outlay of money, but at the same time, in our judgment, promising results the most satisfactory and in every way desirable to the state, the company and, indeed, to all concerned. Throughout the region of country to be traversed by your canal are large tracts of land, the value of which would be immensely enhanced by the facilities for irrigation thereby afforded. At present these lands, though naturally fertile, are uncertain and capricious in their production, owing to the prolonged drought of our summers and the sometimes scanty rainfall of the winter months, and they are therefore very sparsely populated. In wet seasons such of them as are cultivated yield abundantly, even with very imperfect tillage, thus showing the great capabilities of the soil, so there can be no doubt that with assured means of irrigation they would be speedily settled up and the entire region become one of the most productive in the world. In climate, as well as soil, and in adaptibility to all the varied pursuits of agriculture, viniculture, horticulture, fruit growing and stock raising no country, we believe, surpasses it. The only natural want is water in sufficient quantity, and this being supplied by your great work, an extraordinary development of wealth must surely follow, which would yield large revenues to your company. Of this we have no doubt whatever.

(Signed) W. C. RALSTON,
Cashier of the Bank of California.

Norfolk Experience

We, the principal land-owners and rate-payers of Norfolk, desire to record our hearty appreciation of the useful manner in which, during the past six years, our County Surveyor of Roads and Bridges, Mr. Robert Maitland Brereton, C. E., has performed his county duties.

We consider that by the energy, ability, patience and tact he has displayed during this period he has fairly earned this testimonial.

We are sorry that the county is about to lose his services, and we trust that this testimonial may assist him to obtain an appointment wherever he may go.

Signed in following rotation by

Harvey Mason, High Sheriff of the County.
Leicester, Lord-Lieutenant of the County.
Albert Edward, Prince of Wales, Sandringham, Norfolk.
D. M. Probyn, Lt.-Col., Comptroller and Treasurer to H. R. H. the Prince of Wales.
John Norwich, Bishop of the Diocese of Norfolk.
Kimberley, Secretary of State for India.
Wodehouse (heir to the Earl of Kimberley).
Albemarle, Quiddenham Hall (Sixth Earl of Albemarle).
Walsingham, Merton Hall, Chairman of Quarter Sessions.
Rosebery, Postwick Hall (Earl of Rosebery).
Suffield, Gunton Park (Lord in Waiting to H. R. H.).
Robert Gurdon, M. P., J. P., D. L., Senior Chairman of Quarter Sessions.
Waveney, Flixton Hall, Chairman of Quarter Sessions.
Orford, Mannington Hall.
Francis G. M. Boileau, Bt., J. P., D. L., Ketteringham Park.
R. Harvey Mason, J. P., Chairman of the Highways Committee.
Hastings, Melton Constable Hall.
Clare, Sewell Read, M. P., J. P.
William M. Haggard, J. P., D. L., Senior Chairman of Quarter Sessions, West Norfolk.
Robert J. Buxton, Bt., M. P., J. P., D. L., Shadwell Court.
Thomas Beever, Bt., Chairman of the County Finance Committee.
J. J. Colman, M. P. for Norwich, J. P., D. L.

W. Amhurst T. Amherst, M. P., Didlington Hall.
John Hetblack, Mayor of Norwich.
James Bowker, Mayor of Lynn.
Henry Birkbeck, Senior Partner Gurneys' Bank.
Charles Foster, Clerk of the Peace of Norfolk.
Robert Fellows, J. P., D. L., Shottesham Hall.
Edmund Beck, Agent to H. R. H., The Prince of Wales, Sandringham.
Edward Muskett, Agent for The Duke of Norfolk.
Dennis Wells, Agent for the Marchioness of Lothian.
Henry W. B. Edwards, J. P., D. L., Hardingham Hall.
H. F. Custance, K. C. B., J. P., D. L., Weston House.
Richard England, J. P., Binham Abbey.
George Forrester, Agent to the Earl of Kimberley,

And over two hundred other signatures, among which are all the chairmen of the Board of Guardians in every union of the county.

Motion of Recognition at the Quarter Sessions, January 11, 1885.

It was moved by the Right Honorable Thomas Lord Walsingham, the chairman of the court, and seconded by the Reverend Henry Milne, and carried unanimously, "That this court regret to learn the intended resignation of Mr. Brereton, the County Bridge and Road Surveyor, and desire to express their acknowledgment of the completeness and great usefulness of his report upon the bridges of the county and the high value of his services generally during the past six years. By the Court."

(Signed) CHARLES FOSTER,
Clerk of the Peace.

Report of the Proceedings of the Court of Quarter Sessions Held at the Shirehouse, Norwich, January 10, 1885.

Mr. Harvey Mason, Chairman of the County Highways Act Committee, said that the committee regretted extremely that Mr. Brereton had thought it necessary for his own sake to resign the office of County Bridge and Road Surveyor. The county would lose the most active, intelligent and capable officer that had ever served the county. The amount of good work that Mr. Brereton had done, and the saving he had effected for the county in various things, had become very apparent to the committee, and they only hoped the county might succeed, if possible, in getting another officer who would serve them as well. During his term of office Mr. Brereton had submitted some very excellent reports to the court, including the last, as to the breakdown of the audit system in the county. One able report gave them a most complete history of the roads with schedules as to the expense of them, and another contained most valuable information regarding all the bridges in the county, without which they could not have proceeded on their way at all. He would also remind the court that Mr. Brereton had foreshadowed all the roads that would probably be included in the main road system in a valuable schedule to his third report. Then with regard to his last report, on the audit system, whether any action could be taken by the court or not, it afforded them most valuable information, because without such information, setting forth the defects of the present system, they would not be able to effect a reform.

The Earl of Kimberley said that "As a member of the Highways Act Committee he desired to express his own feeling as to the loss the court would sustain by the resignation of Mr. Brereton. In having to inaugurate, as they had done, a new system, it certainly has been extraordinarily fortunate for this county to have had an officer of such singularly striking experience, knowledge and energy; and whatever might be the defects of the present system, which he believed were very great, they would have derived immense advantages for the future, in any measures they might wish to take, from the light which Mr. Brereton had thrown upon the whole system. He thought he was not wrong in saying that there is no magistrate in the county who thoroughly understood the condition of the roads and the system on which they were worked until they had read the admirable report which Mr. Brereton had laid before them, and every magistrate would feel regret at losing his services."

Mr. R. Gurdon, M. P., Senior Chairman of Quarter Sessions, said: "He must be permitted to say how thoroughly he agreed with all that has been said, as to the loss to the county by the resignation of Mr. Brereton. He would be borne out by Mr. Brereton in stating that he had worked hard to prevent it. The court would remember that Mr. Brereton had to work at the first an unpopular and difficult act, and had it fallen into other hands they would have had a terrible amount of trouble. Wherever Mr. Brereton went he would carry with him not only the good wishes of this court, but of all sorts and conditions of men."

Lord Walsingham, Chairman of Quarter Sessions held at Swaffham, said: "I am quite sure that this court will endorse everything that was said at Norwich as to the great regret which the county feels at Mr. Brereton's resignation. The county was extremely fortunate in having secured the services of Mr. Brereton at a time when a great change was made in the system of carrying out the management of our roads, and the manner in which he has discharged his duties has been, in my opinion, and I believe in the opinion of the magistrates of this county, very creditable to himself. Mr. Brereton has shown an immense amount of ability, tact and good judgment in what has been for a long time rather a thankless and unpopular office. I wish Mr. Brereton every success in his future life. I hope that wherever he goes he will find his services as highly appreciated as they have been by ourselves."

Mr. Wm. M. Haggard said: "As chairman of this court during the whole of Mr. Brereton's tenure of office, I can confirm all that the noble lord has said with respect to the services which he has rendered to this county, and also to his courtesy, thought and earnest endeavors to save the rate-payers' money in every possible way; and I also agree with the remarks of Mr. Mason, the Chairman of the Highways Act Committee, that it was a great pity and much to be regretted that just at the moment when a longer continuance of his experience and courtesy and all those other good qualities which he possesses would have been very likely to have cleared away the prejudices which seemed to exist in certain quarters, he felt himself called upon to resign his office."

Letter From Mr. Charles Magniac, M. P., Partner of Messrs. Matheson & Co., Referring on Mr. Brereton's Reports to the Highways Act Committee.

Lombard Street, March 1, 1885.

My Dear Sir:

I never saw such splendid reports upon a subject, much less on county business matters, which, so far as my experience goes, are a sealed book to those who ought to transact them.

Very truly yours,

(Signed) C. MAGNIAC.

From Mr. E. W. Harcourt, M. P. for Oxfordshire.

Nuneham Park, Abingdon, February 18, 1885.

Dear Mr. Brereton:

I read your letter with great regret. The old country can ill afford to lose good men like yourself, who do honest work for conscience sake. Personally, I must thank you for the valuable information you have at various times given me. The "Far West" will be a gainer by your determination, and I only hope your new employment will be less thankless than your present one has been. I have often felt the discouragement you describe, but we cannot all run away—"the real property" ties us by the leg, and if Mr. Chamberlain is to have his way, why, good-bye to the economy in the rates forever! I shall always be very glad to hear of you and to learn that your energy and capability is crowned with the reward it deserves.

Yours very truly,

(Signed) E. W. HARCOURT.

From Sir Slater Booth, Bart., M. P., President of the Board of Trade.

The Priory, Odiham, February 9, 1885.

My Dear Sir:

I learn with much regret and surprise that you are leaving Norfolk in despair of seeing the introduction of a more satisfactory road management in that county. I can quite appreciate the worry and trouble of endeavoring to administer the Highway Act parochially. I was disappointed that the present government did not give a lift or helping hand to such counties as yours, by declining to administer the subvention in aid of highways except through a county authority.

Very truly yours,

(Signed) SLATER BOOTH.

From Sir Stafford Northcote, Bart., M. P., Late Earl Iddesleigh.

Dynes, Exeter, December 31, 1884.

Dear Mr. Brereton:

Your letter of the thirteenth has been lying on my table until I should have read your report. I must not let the year close without thanking you for it. Your experience makes the report very valuable and shows how necessary a careful revision of the whole system of county audit has become. I hope next year, or, at ali event, the year following, will furnish opportunity for taking the whole question of county administration in hand. Very truly yours,

(Signed) STAFFORD H. NORTHCOTE.

From Hon. Edward Thesiger, Clerk to the Highways Acts Committee of the House of Lords, March 18, 1881.

Sir:

I am desired by the Lords Committee on the Highway Acts to inform you that they are anxious to have the benefit of your evidence on this subject, and to request you to attend their Lordships on Tuesday, next twenty-ninth instant.

(Signed) EDWARD THESIGER.

Scotland

Recognition of Services When Commissioner to the Late Duke and Duchess of Sutherland in Sutherland and Rossshire, 1886-89—

From Sir Arnold Kemball, K. C. B., ex-Commissioner to the Duke.

Stafford House, May 31, 1886.

Dear Sir:

The Duke returned home today, and I have much satisfaction in informing you that His Grace has been pleased to prefer for you the office of Commissioner for His Grace's Estates in Scotland, with the command of your services when required in all matters concerning his interests. The salary of the office is £1500 per annum, with house at Uppat and the use of two horses in the execution of your duties in Sutherland. The condition is the obligation on either side to give six months' notice of its termination.

Yours very truly,

(Signed) A. B. KEMBALL.

From the Late Duke of Sutherland to Mr. Brereton.

Hotel Bristol, Paris, June 5, 1888.

Dear Brereton:

Many thanks for your letter. I was sure you would take my letter in good part, and trust and believe you will not find much difficulty in finding fresh work. I am afraid you have been up partly to see me. I ought to have told you that I was going abroad again for a time. Of course, I shall be only too happy if I can be of any use to you, and I repeat how sorry I am that we should part. I find Stafford is very anxious to get into harness again, and, of course, he is the natural man and would have always been my right hand if it had not been for that unfortunate election.

Yours sincerely,

(Signed) SUTHERLAND.

Testimonial From the Duke.

Mr. Brereton acted as my commissioner for two years in Sutherland, and I always found him full of energy and anxious to fulfill his duty under very difficult circumstances. I need not mention his engineering qualities; his past services in England, India and America speak for themselves.

(Signed) SUTHERLAND.

From the Late Duchess of Sutherland.

Sutherland Tower, Torquay, November 9, 1888.

My Dear Mr. Brereton:

Do ask the Duke to see you before he starts for Florida on Wednesday next. He must and ought to give you a testimonial. I would say more, but am in the middle of an attack of low fever, which makes me very weak and suffering.

Yours very sincerely,

(Signed) A. SUTHERLAND.

From the Late Duke of Argyll.

Argyll Lodge, Kensington, June 19, 1888.

Dear Mr. Brereton:

I was extremely surprised and equally sorry to hear of the change which the Duke has made in the management. * * * * * I sincerely hope you may get other employment worthy of your abilities. Yours truly,

(Signed) ARGYLL.

From the Late Duke of Westminster.

Cliveden, June 22, 1888.

My Dear Brereton:

I am obliged for your letter of twentieth, and regret that all the circumstances of the case surrounding the conclusion of your term of engagement with the Duke should have been of so unsatisfactory a character to yourself, and I am bound to say that, from my knowledge of you, that it is a matter of regret that the Duke is losing your valuable services. Yours very truly,

(Signed) WESTMINSTER.

Eaton, October 21, 1888.

My Dear Brereton:

I now have your address in London from Cecil Parker, of which I take advantage. The Duke of Rutland, I heard some little time ago, is in want of an agent, and in the possible event of the place being likely to suit you, I mentioned your name and have also written to the Duke in the same sense, but have no idea that you would think of the place. I have not been well for some time and had in consequence to leave the forest sooner than we had intended. Kylestrome and its surroundings are as delightful as they are most beautiful, and the greater part of the new ground was fairly covered with deer. Yours very truly,

(Signed) WESTMINSTER.

From Lord Ronald Gower, Brother of the Late Duke of Sutherland.

Stafford House, June 11, 1888.

Dear Mr. Brereton:

Thanks for yours just received. I need hardly tell you how much I regret that you are giving up the place you held in Sutherland. I can well understand the great difficulties of that situation.

* * * * Yours very truly,

(Signed) RONALD GOWER.

From William Houston, One of the Duke's Oldest Sheep-Farm and Shootings Tenants in Sutherland.

Strathpeffer, June 21, 1888.

My Dear Mr. Brereton:

I need not say how truly sorry both my wife and I feel at losing such very kind and genial neighbors as you and Mrs. Brereton have been to us, and we shall miss you more than enough. At the same time, I am quite sure that owing to the painful combination of crofters and other difficulties in Sutherland, you have taken the proper course. I can assure you that we shall ever cherish the kindest regards for you and Mrs. Brereton, wherever you may next take up your abode, and with our kindest wishes for you and yours, believe me, my dear Mr. Brereton,

Yours very sincerely,

(Signed) WILLIAM HOUSTON.

From Major Weston, Another Old Tenant.

Morvich, Rogart, June 22, 1888.

My Dear Brereton:

I am sincerely sorry at the change matters have taken in the management of the Sutherland estate, as I think you were the right man to bring things round into a satisfactory state. Your suave and conciliative manner, your kind sympathy and great benevolence of heart, strong common sense, added to your intelligent grasp of your work, and varied experience of human nature, would soon have made you a very popular man and one in whom all men have confidence, provided always the management of the estate had been left to you alone without any outside interference. Selfishly speaking, I am very sorry to lose you as a neighbor and friend in these parts. Your experience in India must have taught you that the great secret of the ability of our men there, viz: to place men in responsible positions and leave the management of affairs very much to their own judgment, but it is all very well to have theories—these may all be false conclusions of mine—there is, however, the sad and too patent fact left, viz: you are going away, and we are all very sorry for it.

Yours very truly,

(Signed) CHARLES WESTON.

Extract From a Letter Received From Mr. Gurney Buxton, Senior Partner of Messrs. Gurneys, Bankers, Norwich, Norfolk, and One of the Duke's Salmon-Fishing Tenants in Sutherland.

Catton Hall, Norwich, Dec. 22, 1888.

"I met the Duke of Westminster at Holkham last week; he spoke very warmly of you and said that you were a great loss to Sutherland. I only wish that you were back again."

Letters From Some of the Ministers of the Free Church of Scotland in Sutherland, Who Represented the Crofter Community.

From Reverend Donald Mackenzie.

Free Church Manse, Farr, July 4, 1888.

My Dear Sir:

It is with much surprise and unfeigned regret that we all heard of your going away and leaving us so soon, and when we were only beginning to know you and appreciate your services. Your last visit to Farr was a red letter day in our history and in that of the Sutherland management; the inauguration, as we hoped, of a new era of hopefulness and helpfulness. Your lecture did much, your patient hearing of our grievances did more, but your visiting us from house to house did most of all avail to allay the spirit of mischief, to encourage self-reliance, and to have confidence in the management which you represented. That the Lord be with you and bless you always and everywhere is the prayer of, my dear sir,

Yours sincerely,

(Signed) DONALD MACKENZIE.

From Reverend Neil Taylor.

Free Church Manse, Dorneck, June 28, 1888.

Dear Mr. Brereton:

I may say in good faith that I regret the fact of your departure, as I believe that you sincerely sought the well-being of the people while seeking to serve your superior, and that the people generally felt this and were learning to confide in your policy. The time allowed you and required to carry out a policy of conciliation such as is required in this county has been too short. I hope and pray that you and your family may have the way opened up for entrance upon some sphere which shall afford opportunities of usefulness similar to that which you have occupied in Sutherland.

Yours very sincerely,

(Signed) NEIL TAYLOR.

From Reverend Gilbert McMillan.

Manse of Loth, June 29, 1888.

Dear Mr. Brereton:

I am very sorry indeed to hear that you are leaving us. I am so on our own account and also because I feel sure that if the views you entertain with regard to the management of His Grace's estate were carried out great good would be the result. In saying good-bye, I beg to thank you for all the kindness I have received from you, and to express our united best wishes for the welfare of Mrs. Brereton, yourself, and all the children. Yours very faithfully,

(Signed) GILBERT M'MILLAN.

Mr. Brereton received similar letters of appreciation from several other crofter representatives.

From Sheriff Mackenzie.

Tain, June 26, 1888.

My Dear Sir:

I presume I may take the paragraph in today's *Courier*, which announces your resignation as commissioner, to be authentic, and I now write to say how sorry I feel at this severance of your connection with the county of Sutherland. It is some satisfaction to think that our business relations have been uniformly so harmonious, and I can look back with pleasure on the frankness and openness which characterizes our intercourse. I am indebted to you for many acts of private kindness, and of these I shall cherish a pleasant remembrance. In leaving Sutherland you will carry with you my best wishes for the future welfare and happiness of "you and yours," and I hope, before you leave, to have the opportunity of expressing to you in person my sincere regret for your departure.

Yours very truly,

(Signed) THOMAS MACKENZIE.

From John Cheyne, High Sheriff for Sutherland and Rossshire.

13 Chester Street, Edinburgh, June 22, 1888.

My Dear Mr. Brereton:

Our intercourse has been so uniformly pleasant that I much regret to hear of the step you have taken, but no one can appreciate better than I do the worry and anxiety which, owing to the deplorable state of feeling in the county, you must have had during the last two years, and if your difficulties were increased by other circumstances, unknown to outsiders, I cannot be surprised at your action, but, on the contrary, can believe that it is a great relief to you to be rid of the commissionership. Personally, I shall always retain a grateful sense of your kindness and courtesy to me, and, although our official relationship is now terminated, I hope that we may occasionally meet and that you will not fail, when you happen to be in Edinburgh, to look me up. My wife joins me in kind regards to Mrs. Brereton and yourself, and with every good wish for your prosperity and happiness, I am,

Yours very sincerely,

(Signed) JOHN CHEYNE.

From Sir William Fraser, the Historian of the Noble Families of Scotland.

32 South Castle Street, Edinburgh, June 22, 1888.

Dear Mr. Brereton:

Your letter gives me great concern, and I sincerely regret that you have found it necessary to resign your commissionership. As I formerly mentioned to you, I have, during a long professional life, seen much of commissioners and chamberlains on large estates, and from what I saw of you personally, as well as through correspondence, I felt that you were well qualified to discharge the duties of the office with marked ability. I looked forward to the pleasure of satisfactory intercourse with you during the progress of the Sutherland family history. I sincerely hope that the change may turn out for your benefit, and I will always be happy to hear of your wellbeing. Believe me, with many thanks for your courtesy,

Yours very faithfully,

(Signed) WM. FRASER.

Letter From Sir Donald Smith (Lord Strathcona), on Mr. R. M. Brereton's Visit to Canada in 1888, for the Object of Seeing the Crofter Settlements in the Northwest Provinces, and for the Settlement of Other Crofters From the Sutherland Estate.

Canadian Pacific Railway Company,
88 Cannon Street, London, June 18, 1888.

Dear Mr. Brereton:

I send you a line to say that it will give me pleasure to meet you here at the time you suggest, shortly before noon on Saturday of this week, and to be of use to you in any way I can in connection with the intended visit of yourself and Mrs. Brereton to Canada.

Very truly yours,
(Signed) DONALD A. SMITH.

Sir Donald Smith kindly furnished Mr. Brereton with several letters to his friends and officials in Canada; as also did Mr. Peacock Edwards, the Managing Director of the Canada Northwest Land Company.

Professional Notes Made by R. M. Brereton on American Systems of Locomotive and Bridge Construction and on Labor-Saving Excavation Machinery, as Likely to Prove Useful in India and in the British Colonies. Copies of These were Given to Lieut.-General Sir Richard Strachey, R. E., and to Sir Douglas Forsyth of the India Office, and to the Officials of the Colonial Office, and to Colonel E. C. G. Williams, R. E., Secretary to the Government of India, Public Works Department, and to the Institution of Civil Engineers, in October, 1878.

Design and Duty of American Locomotives Compared with Same of English Locomotives.

Having studied during the past eight years the working results of 77,400 miles of railways in the United States, I have compared these with my own personal experiences during the past twenty years in England and in India. In regard to locomotives, it seems to me that the Americans obtain from 8,000 to 10,000 train-miles greater duty per annum from their locomotives than we do in England or in India, and this, too, under the following disadvantages: Inferior roadway, steeper gradients, sharper curves, more severe climatic conditions and less speed in running. This greater duty obtained in America cannot be due to better workmanship and the use of superior materials, because it is well known that the English mechanic in skill cannot be excelled, and the very best materials are employed by our English builders, and the hours of work in both countries are the same. Hence, it would seem to me that this greater duty done by the American motor is due to the better design and better system of working the locomotives. The American builder excels in his system of framing and counterbalancing, and in the design of the crank-axles, &c., so that the engine may run remarkably easy and without jar around sharp curves, and can work not only over the lightly constructed road-beds, but also diminish the wear and tear on the more solidly constructed roads, and at the same time increase the effective tractive-force. I have ridden hundreds of miles on locomotives in England, India, France and in the United States, and have always found the American engine the most easy to ride on, more steady and with less fatiguing jar to the drivers.

As an evidence of my criticism in this matter, I may quote the following statements from the Railway Gazette re "Narrow Gauge Engines in India":—"The speed on all narrow gauge lines in India is restricted to 15 miles an hour, and to run trains on our metre gauge railways at a much higher speed is not safe, owing chiefly to the unsteadiness of the locomotives employed; the wheels being too rigid, the whole engine is stiff, and the weight not being equalized: through these and other causes they are very unsteady, the oscillation is very great, and the rigid wheel-base jars going round the sharp curves of the metre-gauge. It is also almost impossible to give these engines their full hauling power, simply because the greater portion of the weight cannot be on the driving-wheel." Another note I have made is in the mistake we make in adhering so obstinately to our old-fashioned system of running each engine with one crew. Herein we limit the power of the motor to the physical endurance of the individual driver. Every one who understands the construction and power of the engine must see that it is capable of doing a far greater duty than 16,000 to 20,000 train-miles per annum. On the American system the object is to avoid the wear and tear due to expansion and contraction which ensue from frequent withdrawal of the fires. The more continuous running system saves considerably consumption in fuel in getting up steam so frequently. In America they do not find that the double-crew system involves any greater cost in repairs and renewals; in fact, the costs in these is found to be less than they are in this country and the engines are as long-lived. The duty of the driver is to run his engine and to keep her in order on his daily trip from depot to depot. He has nothing to do with her in the engine-house: there she is cleaned and repaired and got in steam by a staff employed for these purposes. As soon as one crew has driven the engine over their daily run another crew is ready to drive her over the next run, and so she oscillates to and fro. Mr. Juland Danvers's report for 1876-7 shows (on page 11) the number of engines on the whole of the Guaranteed Railways in India to be 1425; and (on page 31) that the train-miles were 21,609,411, which gives an average of only 15,164 miles per engine per annum. Deducting as much as 33 per cent. from the days of the year for the monsoon season and for repairing days, there remain 240 days in which the engine should be capable of running 100 to 200 miles per 24 hours, or from 24,000 to 36,000 train-miles per annum. Mr. Danvers' report, however, shows that the average mileage per engine was only about 60 miles per 24 hours for 240-day year. The official returns of the New York Central Railroad show that 13 engines, in 1877, made combined monthly average of 6,238 train-miles for the entire year; four of their engines ranging from 7,104 to 7,218 miles per month; while the average for the year of all the 97 engines in service was 38,422 train-miles per engine. One of their engines during 15 months averaged 7,858 miles per month, or over 255 miles daily for 461 consecutive days, including Sundays. The cost of repairs of these engines per mile run was 2 7-10th cents, which is less than 1 4-10 pence per mile. Mr. Ely, the locomotive superintendent of the Pennsylvania Railroad, gives the following data regarding 20 of their engines on the heaviest portion of their road—over the Alleghany Mountains—for the year 1877: Average annual mileage of 10 passenger engines was 45,554½, and the cost of repairs per mile run was 3.48 cents; 10 of their goods (freight) engines had an average annual mileage of 32,574½; the cost of repairs was 3.65 cents per mile run. The average of all 20 engines was 39,065½ miles per engine, and the cost of repairs per mile run was 3.56 cents. One of their passenger engines, No. 133, on this Alleghany division averaged 237½ miles daily for the entire year, in 1872. This engine ran 44,616 miles in 1869; 42,900 miles in 1870; 54,139 miles in 1871; 86,724 miles in 1872; 41,979 miles in 1873; and during nine years' service it averaged 47,528 train-miles per annum. Another of their passenger engines, No. 914, ran 60,604 train-miles in 1874; 58,344 miles in 1875; 57,225 miles in 1876; 49,257 miles in 1877. One of their goods engines, No. 447, ran 41,184 train-miles in 1870; 44,108 miles in 1871; 42,537 miles in 1872; 36,877 miles in 1873; 35,580 miles in 1874; 36,508 miles in 1875; 45,529 miles in 1876; 39,193 miles in 1877. This gives an average of 40,189 train-miles for each of the eight years this engine had been running. Mr. H. J. Jewett, the Locomotive Superintendent of the Erie Railroad, in an official letter, dated April 8, 1878, gives the following train-mileages of four of his engines, which were built by the Rogers Locomotive Works of Paterson, New Jersey:

Engine No. 201—mileage 635,169—placed in service June 9, 1854.
Engine No. 202—mileage 632,122—placed in service June 26, 1854.
Engine No. 203—mileage 658,548—placed in service July 15, 1854.
Engine No. 204—mileage 539,186—placed in service July 29, 1854.

These engines had new boilers applied in 1871: the original boilers were running 17 years. He reports these engines good for eight years more service at least. He also reports that two other engines, Nos. 313 and 327, built by the same company, as running with their original fire-boxes since 1865 or 13 consecutive years. I note that these locomotives in service on the above railroads must have been well constructed; that they could not have been long in the repairing shops; that they must have been kept in good running order, to have performed the high rate of duty they actually did. This, too, is the more remarkable when one considers the very severe winters, the heavy snow-falls and how the frost breaks up the road-bed in the spring. In order to arrive at a fair comparison with the cost of repairs in England, there are a number of points to be equated, such as cost of labor and materials; effects of climate; steeper gradients and sharper curves; and heavier train-loads hauled; for in all these the American engine labors under greater disadvantage than do engines in England or in India. Americans economize by adopting a system of interchangeability of parts as much as possible, and by limiting the number of types or classes of engines. They consider that for all the ordinary traffic requirements of a railroad three types of engines are sufficient: these are known as C, D, and E. Class C is for passenger service and for level lines or where the gradients are easy; Class D, known as the "Mogul," is for goods or freight traffic and for heavy grades: Class E, known as the "Consolidation," is for very steep gradients and a very large and heavy traffic. The passenger engine has a four-wheel truck, which not only swivels, but can move laterally under the front end of the engine by means of a swinging bolster; thus it can adapt itself to the shortest curves in use and to the greatest inequalities in the road-bed: the four driving-wheels are equalized together, as also are the four truck-wheels. In the goods or freight engine the same arrangement for swinging truck pertains: the truck is composed of only one pair of wheels and is equalized with the front driving wheels. On the Lehigh Valley Railroad, on which there is a very heavy coal traffic, Class E works over a maximum gradient of 126 feet to the mile, with a maximum load of 329 gross tons of wagons (cars) and lading: the average load is 235 gross tons. On a gradient of 76 feet to the mile, one of these engines hauls a maximum train of 140 empty four-wheel wagons (476 gross tons) at a speed of eight miles per hour. The usual train is 100 empty wagons (340 gross tons). On an incline, 12 miles in length, with a gradient of 96 feet to the mile, combined with frequent curves of 8 and 10 degrees radius, and with only two tangents, each less than a mile long, engines of the Class E take 40 loaded four-wheel coal wagons: the usual train is 35 of such wagons, which are hauled at a speed of 12 miles per hour. The wagons weigh 3 tons 8 cwt. each; the load is 6 gross tons of coal per wagon: thus these engines haul up this incline a train weighing from 329 to 376 gross tons: they consume 3.75 tons of coal daily. On the Denver & Rio Grande Railroad, five-feet gauge, on which the maximum gradient is 4 per cent. or 211 feet to the mile, and the sharpest curve is 30 degrees, or 193 feet radius, and on which the rise in 14.7 miles in 2,370 feet, and in 10.2 miles 1,136 feet, Class E engine hauls one luggage or baggage car and seven passenger cars containing 160 passengers; weighing 100 tons, stretched over a length of 360 feet. The following comparative schedules show the working results on English, American and Indian railroads during the year 1876-7:

ENGLISH.

	No. of Engines.	Miles Operated.	Train Miles per Engine
Great Eastern	505	907	20,600
Midland	1326	1588	18,219
Great Western	1478	2274	17,397
London & N. W.	2058	2158	15,800
Totals	5367	6927	72,016
Average of all			18,004

AMERICAN.

	No. of Engines.	Miles Operated.	Train Miles per Engine
Pennsylvania	515	1071	32,627
New York Central	602	1000	30,870
Michigan Central	219	804	30,812
Erie	468	956	26,900
Totals	1804	3831	121,209
Average of all			30,302

INDIAN.

	No. of Engines.	Miles Operated.	Train Miles per Engine
East Indian	450	1504	14,737
G. I. P.	331	1288	17,000
Madras	100	858	23,334
Bombay and Baroda	64	417	19,149
Totals	945	4067	74,220
Average of all			18,555

On the Pennsylvania Railroad, including double and third track, the aggregate number of miles operated by the 515 engines was 2,881. On the New York Central the same was 2,433 by 602 engines. This shows 12,298 more train-miles per engine on the American roads than on the English, and 11,747 more miles than on the Indian roads. The following statement shows the average first cost of the locomotives placed on the English roads:

Midland	£2,648	=	$13,240
Great Eastern	2,271	=	11,355
Great Western	1,767	=	8,835
London & N. W.	1,617	=	8,085
Average of all	2,076	=	10,380

AMERICAN.

First Class C Passenger	$ 8,600
First Class D Goods (Freight)	9,000
First Class E Goods (extra power)	11,500
Total	$29,100
Average of all	$ 9,700 pr engine

Mr. Danvers' report does not furnish the cost of the English engine erected ready for service in India. The freight rate from New York to Calcutta, Bombay and Madras is about 40 s=$10. per ton, the same as from Liverpool.

AMERICAN LOCOMOTIVES IN AUSTRALIA.

The latest official reports of the Colony of Victoria show that the American locomotives built for the Government Railways by the Rogers Locomotive Works of Paterson, New Jersey, cost erected in Melbourne, £2,132=$10,660 each; the English built ones cost from £2,352 to £3,032=$11,760 to $15,160 each; those built and erected in the Colony itself cost from £2,939 to £3,571=$14,695 to $17,855 each. The American locomotives supplied to the Colony of Victoria and to the New Zealand Government were ordered through Mr. W. W. Evans, C. E., of New York; they were built and shipped under his personal supervision. Mr. A. Morris, Executive Commissioner from the Colony of New South Wales to the Philadelphia International Exhibition of 1876, reported to his government that American locomotives of the very best quality could be laid down in Sydney for £2,000=$10,000 or £1,000=$5,000, less than for those built in England. Mr. Allison D. Smith, the Locomotive Superintendent of the Government Railways of New Zealand, reported, on March 29, 1878, as follows: "The engines, or 'yankees,' as they are called here, are working splendidly; they have given great satisfaction. I have picked out our best men for them, and they are great favorites. When I let it be known that six more were coming the drivers and firemen all commenced to vie with each other in trying who should be best man in order to get one. The engines being new are somewhat stiff, but I can plainly see that they will be economical in stores and light in repairs." Though these American engines seem clearly to be cheaper than English-built engines, costing less in repairs per mile run; running easier and with greater steadiness, and causing less strain and damage to the permanent-way; it would be bad policy to place them in the hands of any prejudiced or narrow-minded English superintendent, who would wish to injure them and so give them a bad record: this I have known to have occurred in South America. The two leading and most reliable locomotive firms in the United States are the Rogers Locomotive & Machine Works at Paterson, New Jersey, and the Baldwin Works of Philadelphia. Both have immense establishments and facilities for turning out with the greatest expedition a large number of engines; far surpassing any similar works in Great Britain or in Europe. Mr. W. S. Hudson, the superintendent of the Rogers Works, is an Englishman by birth, and was brought up in the Stephenson's Works at Newcastle: he is justly recognized as the ablest locomotive designer and builder in the United States; and he is as good a master of natural and mechanical sciences as can be found in America, although almost entirely self-taught.

THE WESTINGHOUSE AUTOMATIC BRAKE.

The United States deserves great credit for the general adoption of this most important safety brake on all passenger trains. The marvel is that its value and importance have not been appreciated and adopted in England, India and in the Colonies. Then there is another great safety improvement to the style of rolling stock in use on American railways; this is the Miller's coupling and buffer, which entirely prevents telescoping of the cars. Another improvement in the rolling stock is found in the use of the cast-iron chilled wheel made from the Salisbury iron of Connecticut. All these safety improvements have been in use on 74,000 miles of the railway system of America; so that these appliances are no longer mere experiments. The safety of the traveling public and the value of the traffic in general on railways throughout the British Empire forbid the slow and ultra-conservative progress of our companies and governments in the way of adopting such safety measures. A great economical saving could be effected through the use of the cast-iron chilled wheel. The

Americans have proved that these have a life of 100,000 miles, and cost only $17, as against $40, the cost of the English steel-tired wheel. The weight of these American wheels is about 525 pound: the metal is charcoal iron, having a tensile strength of fourteen tons per square inch.

THE CORCORAN WIND-MOTOR FOR PUMPING.

This is another American useful and handy machine largely in use throughout the Western Plains. It is used in connection with cedar or redwood tanks, holding from 50,000 to 150,000 gallons, for supplying the railway locomotives, and for farm purposes. These machines are entirely automatic in their action; they set themselves to the wind, and turn their faces from it when it blows too hard; they can be regulated to any strength of wind and will operate with the lightest zephyr. The cedar tanks, if properly covered, will last fifty years and over. By soaking the staves in silicate of soda and then in chloride of calcium they will last for a very long period.

AMERICAN MECHANICAL EXCAVATORS FOR EARTHWORK.

In the construction of railways and canals through valleys and plains where alluvial soil prevails and in which ploughs will operate, and where horse, mule or bullock-power is available, a great economy may be obtained through the use of the American "Wauchope" and the "Slusser" earth-excavating and movable machines; also with the Chicago self-revolving scraper; all of these are extensively in use throughout the United States. I have employed them on large canal works in California, where labor was $3 per day and the hire of horses and mules was $2 per team per day. With the "Wauchope" machine I have moved earth from side-cutting into embankment at the rate of 1,000 cubic yards a day at a cost of less than one penny or two cents per cubic yard. Many people think that human labor is cheap in India because they compare it with the cost of similar labor in England. Judging from results in my own large experience in India, the rate of labor in India is not cheap when one thinks of the limited wants and the frugal fare and habits of the people, as well as the vast amount of earthwork required to be done with the greatest possible expedition in the construction of railways and canals, and also the limited financial resources of the Government.

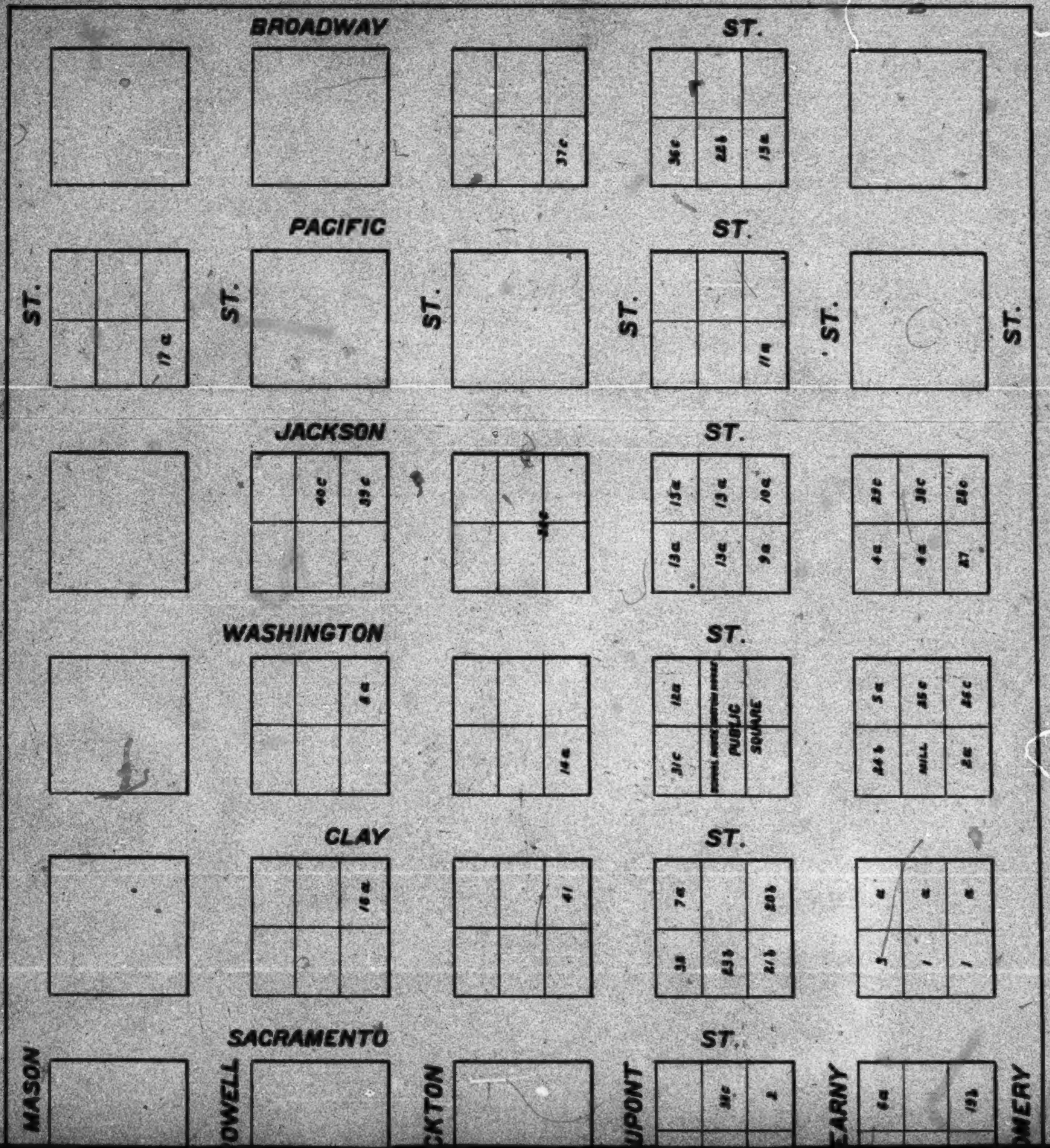
AMERICAN BRIDGE CONSTRUCTION.

In America they have effected great economy in time and cost of bridge construction through the general adoption of the "Whipple Truss" system for iron superstructure. The English engineers of Canada have gone to the United States for their bridges of large spans, because they found that they could not get the iron-work so good or so cheap elsewhere, or so quickly; yet, the American iron-work has to pay a duty of 17½ per cent. in entering Canada. Messrs. Clarke, Reeves & Co. of Philahelphia are one of the largest bridge firms in America. They have constructed over three miles in length of their "Whipple Truss" bridges on the Canadian railroads, besides nearly nine miles of the same in the States and in South America. The facility and rapidity with which these American bridges are erected seem almost incredible to English engineers, who are acquainted only with the English style of riveted girder-work. In America I have known and seen spans of 150 feet erected in a single day. As a matter of fact, the riveted work takes just as many weeks to erect as the pin-connected work takes days. The advantage of pin-connection—besides being the most scientific and suitable—lies in all the skilled labor being done in the shops, and none is required on the scaffolding during erection; so that the work of erection proceeds with a facility and rapidity quite impossible in a riveted structure. The pin-connected girder is cheaper than the riveted, because the amount of metal in it is less. In proportioning the different parts, the strength of each part is increased in proportion to its nearness to its work; so that in carrying out the principle of "uniformity of strains" the American structure is of the strongest combined with the lightest, and there is no useless weight of iron to be paid for. These bridge structures in America have undergone the test of years under the heaviest traffic, and have been found safe and efficient. All the parts in each successive similar span are of exact uniform dimensions, and are, therefore, perfectly interchangeable; this, of course, greatly facilitates the erection and the rebuilding of these girder bridges.

COMPARATIVE FIRST COST OF RAILROADS.

In India, in 1878, there are about 7,000 miles of railway to over 250,000,000 of people. In the United States of America there are 77,470 miles to a population of 45,000,000. The American railways have cost, on the average, for construction and equipment £12,000=$60,000 per mile. Some of the principal roads, such as the New York Central, cost only £9,000=$45,000 per mile. The narrow-gauge lines—3 to 3½ feet gauge—(of which there are over 3,000 miles in operation) have cost from £5,000=$25,000 to £6,000=$30,000 per mile. In England the cost has averaged about £37,433=$187,165 per mile. In India the average cost has been £15,760=$78,800 per mile. The East Indian has cost about £20,365=$101,825 per mile, and the Great Indian Peninsula £18,000=$90,000. In India the English plan of constructing the railways as perfectly as possible from the start has been followed, hence the delay in opening up the country to railway communication. In America the object has been to open up the vast unsettled continent as fast as possible for the furtherance of settlement, and to perfect the roads hereafter as population and traffic demanded.

R. M. BRERETON, M. Inst. C. E.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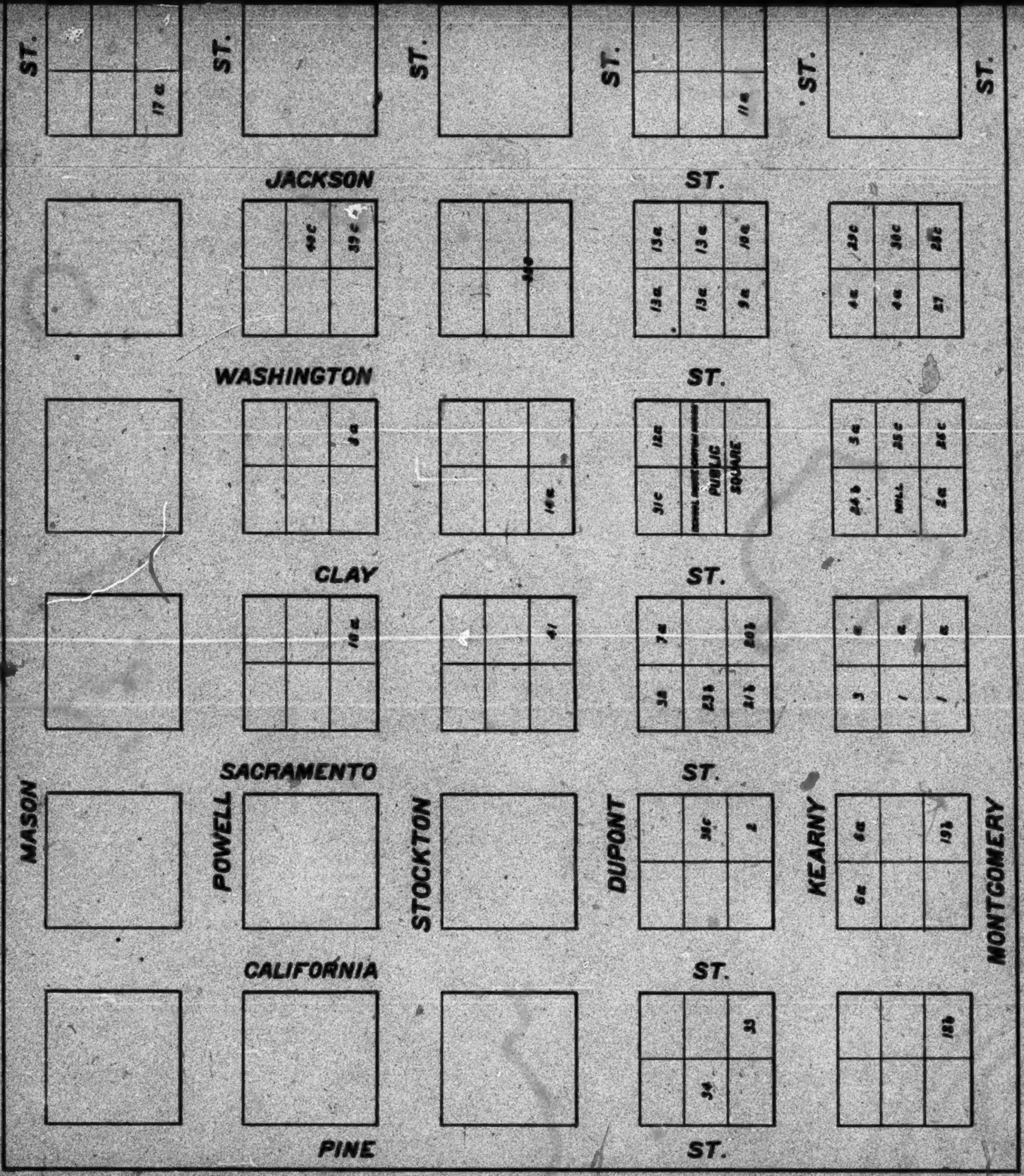
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REMINISCENCES AND INCIDENTS,

OF

"THE EARLY DAYS"

OF

San Francisco,

BY

JOHN H. BROWN,

ACTUAL EXPERIENCE OF AN EYE-WITNESS, FROM 1845 TO 1850.

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September 28th, 1885.

Mr. J. H. Brown,

My Dear Sir:

I saw in the Call of the 20th inst., with much surprise and pleasure, that you were still in the scene of our early acquaintance and still well and vigorous. Also, that you contemplated putting your early adventures into print. I trust you will not forget to send me a copy, and that you will include the ludicrous incidents of the fall and winter of 1846 in the old City Hotel. If I were nearer than three thousand miles I might assist your recollection of those old times.

I am the New York correspondent of the Call and Bulletin, the special telegraphic news daily sent to those papers is my contribution to the press of our whilom "Yerba Buena." There is enough material extant relating to the days of '46 to make a good sized and very readable book. Hope you will make it go.

With old-time regards and good wishes

Yours truly,
Edward Kemble,

[*The boy-editor of the old "California Star."*]

In introducing myself to the Public, I wish to say that I was born in the City of Exeter, Devenshire, England. While still very young, I left home to serve as an apprentice to my Uncle, on the packet ship "England." I ran away after the third trip, and shipped for Havana, going thence to Philadelphia; which ended my sea-faring life. From Philadelphia, I went to New York, where I remained a few months, then started for the West, going as far as Cincinnatti. Leaving the latter place, to make my home among the Cherokees, the day after General Harrison; on his way to the Presidential Chair, left Pittsburg on the new steamer called the "Ben. Franklin." I remained with the Cherokees until May, 1843, when I started for California, arriving in the winter of the same year.

Having read at various times, the history of California, and especially that of the City of San Francisco, and knowing the same or portions of the same to be misrepresented, owing, no doubt, to the fact that most of the information contained therein, was received more from hearsay than actual experience, I conceived the idea of giving my readers, a true history of the city, as well as I can recollect it, after a lapse of nearly forty years.

My book can hardly be called a history, but rather a book of reminiscences and incidents of early days, which, no doubt some of my friends will remember; and hoping that this book of mine will meet the eyes of many who were my friends in the early days of California,

I remain,

Yours respectfully,

JOHN H. BROWN.

CHAPTER I.

It was in the year 1843, that in company with a party of traders, I left the Cherokee Nation, for the purpose of purchasing skins and furs of the Indians of the different tribes, and to barter for anything else that offered itself in the way of trade. This was my third trip in the mountains, and the trading business being good that year, we secured many more furs than usual. When we reached Fort Bridger, we left what furs we had, and went farther north. Here, we found winter coming on. The weather was very cold, as there had already been a slight fall of snow. This was in the month of October. We determined to return to Fort Bridger; but, finding it impossible, made for Fort Hall, belonging to the Hudson Bay company, where we hoped to remain during the winter.

Upon our arrival however, Factor Grant, who had command of the Fort, informed us, that we could not stay there, as there were already a larger number than could be accommodated; and, unless the weather moderated, they would be short of provisions themselves. We remained several days at Fort Hall, where we succeeded in making some horse trades. During our stay, a person arrived by the name of Greenwood, who was accompanied by a boy, whom he called his son.

Upon asking him what he considered the best course for us to take, he advised us, by all means, to go to California; giving us all the necessary directions for doing so, and accompanying us himself, as far as Hooters Damm, where he left us, after repeating his directions as to our route, etc. The first few days we traveled very slowly, until we reached Steep Holler, where the weather moderated somewhat, and we made better time, the rest of the way. We reached our winter quarters, which were located upon the land, afterwards known as Johnson's Ranch, about the last of November. Game of all kinds was plentiful, beef of little market value, and as we had a good supply of parched corn and flour on hand, we were sufficiently provided with provisions to last all winter. We had been camping about three months, when one day, very much to our surprise, two persons came into camp, from whom we learned, that there was a whole settlement, at a place called Sutter's Fort, where we could obtain supplies or anything else that we required. It pleased us all to hear that we were so near a settlement, and we all wanted to go down to Sutter's Fort: but our Captain would not permit us to do so, and finally decided the matter by writing each man's name on a slip of paper, his own among the rest, and, placing the slips in a hat, remarked, "that the parties bearing the first six names drawn should go to the Fort, while the rest were to remain to guard the camp." When the result of the lottery was known, there was a general Hurrah! throughout the camp, and never before nor since, was such an excitement known, even at a Democratic Election. This was the first election, of any kind, that had ever been held in this section of the country, and there never was a happier lot of delegates sent to a Presidential Convention, than these six men, whose lot it was, to go to Sutter's Fort. All that was needed to make the jubilee complete was fireworks, but pistols and rifles answered the purpose very well.

The party were gone about three days; and on their return, brought all necessary supplies, and spoke in the highest terms of Captain Sutter and his treatment of them, he having refused to take any pay for the goods purchased, and even urged them to take more. We remained in camp until the month of April 1844, when we once more resumed our travels. We had only been out a few days, when we encountered very bad weather, in the shape of a snow-storm, which obliged us to camp for several days, thus retarding our progress somewhat. At this point in our journey, three of our party wished to return direct to California; but, as we were only fourteen in number, Captain Cody would not allow them to do so, it being necessary to retain sufficient help to aid in carrying the large quantity of furs home, that had been left stored at Fort Bridger. However, one man by the name of Mackintosh went back. He was a Cherokee, and came from Grand River, in the Cherokee Nation.

The furs at Fort Bridger had been left in charge of a man belonging to St. Louis, by the name of Rubedure. There were three men in the mountains, bearing this name, all of whom were brothers. As soon as the weather moderated we resumed our journey to Fort Hall; but, do the best we could, our progress was slow, as the water in the streams was very high, and in some cases almost impassable. We remained three or four days at Fort Hall, then started once more for Fort Bridger. On this part of our route we made excellent time, travelling at the rate of forty miles per day. At Fort Bridger, we made a stay of ten days, then once more resumed our order of march; this time having Fort Laramie in view as our destination. These three places mentioned being the only houses or forts located in the large section of country between Missouri California and Oregon.

When two weeks out, we met a large company of people en-route for Oregon, with whom we had a short conversation, in which we endeavored to persuade them to go to California, but without success. Several days later, we came across another party, while in camp; and stayed with them over night, also accepting their kind invitation to supper. After supper we built a large camp-fire, around which we all sat, and we told our new friends what we had seen of California, of the richness of its soil and the fine pastures in the winter season. They would scarcely believe all we told them, but seemed facinated with our stories nevertheless. They said they had heard of California before, but had no idea of the beauty and wealth of the country. Captain Cody, while at Sutter's Fort, had made minute inquiries about the country, and consequently could give them all the information they desired or needed. He also took many of the names of the party; and, as nearly as I can remember, some of them were as follows: Grandpa Murphy, and his two married sons, one of whom had a large family of children, and afterwards lived and died near the town of Santa Clara, being better known, as "Santa Clara Murphy." The other brother, Jim Murphy, and wife went to San Rafael, where they lived on Captain Cooper's ranch, upon which the State's Prison now stands. Besides the two already mentioned, there were, I think, three more sons and one daughter, who afterwards married a man named Charles Weaver. The rest of the party were John Sullivan, his brother and sister, and a family by the name of Martin, whom I afterwards met in San Rafael.

On separating from this party the next morning, we left the main traveled road, and did not return to it again for several days, and when we did, the first thing we saw in the distance, was a large party on their way to Oregon, as we supposed, but they were too far away for us to have any communication with them, and they must have failed even to hear the report of our rifles, when we saluted them, as they took no notice of us. Changing our course somewhat at this point, we traveled in a southerly direction in order to reach the Osage country, as it was called in those days, the name having since been changed to Kansas. From the latter place we went to Grand River, which at that time divided the Cherokee Nation from the Osage country, going thence to the Illinois River in the Cherokee Nation, where we arrived in the month of August, 1844.

During our stay here, a number of murders were committed, and Anderson Lawrey, the Chief of Police, appointed Captain Cody in command of a large company of volunteers, for the purpose of bringing the criminals to justice. Three men known as the Starr boys, were suspected of having committed the crimes, and in order to get on their track as soon as possible, we started at once for Fort Gibson, of which Colonel Mason was the commander, and General Butler the agent for the Cherokee Nation, to obtain permission to travel through the country occupied by the Choctaw and Chickasaw Nations.

The permission was accorded us readily enough, and crossing the Red River we were soon in Texas. Here we had a light fall of snow, and the Starr boys to put us off the track, changed their horses' shoes, by putting the heel to the toe, thus leading us to suppose, that they had returned instead of going ahead; but our Captain was well up to their movements, and on the following morning, just at the break of day, we saw the smoke of their camp-fire at a distance. We were at once ordered to dismount, and leaving four men on guard, started for their camp, and succeeded in taking them completely by surprise. We found two of the men already in their saddles, while Tewey Starr was in the act of mounting his horse, when sixteen bullets, perforated his miserable body. It seemed as if every man's aim had been directed at him, as he was considered much the worse of the three. We carried him to Fort Washitaw and placed him in the hospital there. We remained at the Fort about ten days, being entirely out of provisions; but upon making application for a supply of the same, to the commanding officer of the First United States Dragoons, Colonel Fontireau who commanded the troops at Fort Washitaw, we received all that we required. About eight days after our arrival, the physician informed Tewey Starr, that he could not possibly live twenty-four hours, and told him if he wanted to make a confession, he would advise him to send for Captain Cody. He did so, and confessed the following murders in which he had been an accomplice, but he would not give the names of his companions in crime.

The first crime he confessed to, was the brutal murder of one entire family at Kane Hill, Arkansas. This murder attracted considerable attention at the time, as three innocent men said to have committed the crime, suffered the penalty attached thereto by hanging, while the real criminals escaped. The next victim, was a horse-jockey, supposed to have considerable money in his possession; only two dollars was found upon his person however at the time of the murder. A lawyer named Campbell, a partner of Paschal, and a resident of Van Busen was the next victim to their insatiable appetite for blood. This latter crime being followed by the atrocious murder of two men, their wives and three children, all of whom lived in the Cherokee Nation, near the Grand River.

The Starr boys were accused of many other murders, of which no positive proof could be brought against them. Tewey Starr lived but a short time, after making his confession, dying at midnight, after five days of the most intense suffering. After resting a while longer at the Fort, we started after the two other outlaws, travelling through the country for about two weeks without finding any trace of them, and as winter was coming on, and the weather bad, we started for the Cherokee Nation to remain during the winter months. A few days later, some of our party, (married men) left for their homes. On their way hither, they were overtaken by certain friends of the Starr boys, who had vowed to be revenged upon the parties who had assisted in hunting them down, and were murdered in cold blood. One man named Six Killer, an Indian, was literally cut to pieces. Anderson Lawrie and myself were shot at several times, while going from the Council grounds to his house, and it was a mere matter of chance that we did not share the same fate as our companions. I was advised to leave the Cherokee Nation, or remain at the risk of my life, as the Starr boys had themselves sworn vengeance upon all who came in their way. Three of our party were murdered, after I left the country.

In the early part of April, I went to Missouri for the purpose of joining a company of emigrants who were bound for Oregon or California. I traveled with a family named Martin, who went to Oregon. The hardships we endured, and the dangers we encountered were enough to appall the stoutest heart, and to try the patience of a saint. Three days after leaving Missouri, the company decided to elect a Pilot. There were two candidates for the position, named Meeks and Brown.

Meeks, who ran as the poor man's pilot, and only charged two dollars and a half per day for each wagon, succeeded in obtaining the largest number of votes, and consequently was elected to the position. He proved to be a very poor one however, and led us through a great many rough places. A few days after the election Meeks took unto himself a wife, the marriage ceremony being performed by a Baptist Minister, who formed one of our party; and, whom at the time we had an excellent opinion of. Our troubles now commenced, and while crossing the mountains, it was difficult for even the best of us to keep our tempers' under control, as everything seemed to go wrong. I will give an illustration of some of the difficulties with which we had to contend, placing us, as they often did in positions of great danger.

In crossing a certain river filled with large rocks, which could only be avoided by going out of the regular track, and even then one was not always successful in doing so, a certain family which was composed of the father and mother and three daughters, were so unfortunate as to have their wagon upset. At the time of the accident the wagon was driven by a hired man, the father having gone ahead of the party. The women would all have been drowned if we had not gone immediately to their assistance, as the father lost his presence of mind entirely, and instead of making an effort to release them from their perilous position, he stood upon the bank of the river, praying that God would forgive all his past sins and help him to rescue his loved ones from a watery grave. After a great deal of hard work, we succeeded at last in righting the wagon and bringing it and the women ashore, where we made the latter as comfortable as our circumstances would permit.

The next incident, of any interest to my readers, occurred while crossing a swamp. The Indians had here constructed a crossing, which upon our testing it proved to be a regular trap in which we lost some of our cattle. It was made by driving stakes into the ground, the outer ends of which were sharpened.

The whole being covered with brush to give it a substantial appearance, and was, to say the least, a very ingenious device on the part of the Indians to procure a good supply of meat, with very little trouble to themselves; as the cattle in walking over the crossing would be sure to lose their footing and fall upon the sharpened stakes with such force as to kill them. One of our party however, exhibited as much cunning as our enemies had, and taking some strychnine, which he happened to have with him, he returned to the crossing, which had proved so disastrous to us, and poisoned all the meat which had been left behind. The next morning after our wagons were under way, a party of us took our rifles and hid in the brush, watching for an opportunity to square our accounts with the Indians. We found about eighteen of them encamped near the spot where the accident had occurred. They had partaken very freely of the meat, and were in great glee over the success of their trick, and manifested their joy by dancing around the spot where the beef lay. But their joy was of short duration, for the poison began to have its effect upon them, and ere many minutes passed the whole company were en-route for those happy hunting grounds from whence no warrior e'er returns.

Crossing the mountains in early days was quite an undertaking, and in a number of places the gulches were so steep, that we had to chop down trees and chain them to the hind axle-trees, rough lock the hind wheels, and even put two or three men upon the tree to keep the wagon from going over on the cattle. We thought these roads pretty bad, but after leaving Fort Hall they were much worse. In many places, we had to take the wagons down by hand, while in others, we found we were absolutely obliged to build a road before we could proceed any farther. Sometimes by hitching ten or twelve oxen to a team we managed, after a hard struggle, to get out of some of the steepest gulches.

Well may the Murphy company be called the "Pioneers of California," as no one, at this late day, can form an idea of the difficulties and hardships attending travel across the Continent, at the period of which we write. Very often we would find the roads so obstructed by fallen trees, logs, etc., which took so much time and labor to remove, that some days we would only make five miles progress on our way. I had made the journey twice on horseback, when it seemed comparatively easy to get through; but when we attempted the same task with wagons it proved to be quite a different undertaking. We arrived at Sutter's Fort in the month of October. Our company at this time consisted of the following named persons, all of whom were accompanied by their families: Messrs. Elliott, Christie, Hyde, Dingle, Skinner and Gwickby. The mother and brother of the latter; together with George McDougall, William Blackburn, Jack Snyder, two men by the name of Bristol and Williams, and a family named Kennedy left their teams and went ahead of us on horseback. Mr. Knight whose wagon with all its contents had been burned while in the mountains, also accompanied them. I remained at the Fort a few days hoping to find some employment; nothing offered itself however, and when Mr. Skinner proposed that we should go to San Francisco, I at once decided to do so. We traveled on horseback until we reached Martinez, where we procured a boat and crossed the bay to Sancelito, going at once to Captain Richardson's place. Upon our leaving the latter place for Yerba Buena, as it was called in those days, Captain Richardson put us across the bay in his boat.

The first person I met in San Francisco, was a Mr. Thompson, who had formerly had a blacksmith shop in the Cherokee Nation, and of course we were much surprised and pleased at meeting each other in California. I made his house my home while in San Francisco, but I had not been there very long, before I came to the conclusion that my chances for securing employment of any kind, were very poor. There was one small general merchandise store in the place, one billiard-room and one liquor saloon; the latter having just opened by my friend in partnership with another man. They promised me if their business improved, that they would pay me ten dollars per month together with my board and washing if I chose to stay and work for them. Skinner and I talked the matter over and came to the conclusion that we could do better elsewhere, Accordingly when spring arrived, he left for Oregon and tried to induce me to accompany him, but without success. We had both been to very little expense on our trip to San Francisco, and had nothing to complain of in that respect, having only spent twenty-five cents each. Upon my return to Sutter's Fort, Captain Sutter offered me a position as Mandador or Overseer of the cook-house and butcher-shop, I was to receive fifty dollars per month for my services, and had two Indians to do the work in the kitchen, also two boys who acted as stewards. I found I had a difficult task to perform, as the persons around the Fort had been in the habit of doing pretty much as they pleased, and helped themselves freely to anything that they wished. The first thing I did upon taking charge of affairs, was to post the following notice on the door: "No body allowed to take anything from here without permission.

I remember one person in particular, named Kennedy, who caused me considerable annoyance. He came into the kitchen, one day, where I was busily engaged preparing dinner and was in the act of helping himself to some of the good things, intended especially for the Captain's table, when I called upon him to desist, threatening to punish him if he did not. He persisted however, and had just made a grab at the things, when I struck him over the head with the frying-pan with such force, as to break the bottom out of the pan, and he ran off with the rim of it around his neck, shouting "murder! murder!" I held on to the handle as long as I could, but was finally obliged to let go. Kennedy soon returned armed with a rifle, and declared that he would shoot me at sight; but a good friend of mine, Grove Cook by name, here came to my assistance, and informed Kennedy, that unless he left in double-quick time, he would be very likely to forfeit his life, which threat seemed to alarm him considerably, as I was never afterwards troubled by him again.

Nearly all the trades were represented at the Fort, and I will here give a short account of the business of the place: The Bakery in connection with the Fort, was in charge of George Davis. My friend, Grove Cook run the Distillery and a man named Montgomery did good work as a Gun-smith, while Tom and Jim Smith served respectively as shoemaker and farm-overseer. Santa Clara Murphy (before alluded too) and his son were farm hands. The Tannery was in charge of a German, whose name I do not recollect. Stevens and Neil attended to the Black-smithing, which was carried on in all its branches. One man named Bonner who in company with his wife and children had arrived at the Fort in 1845, professed to be a Cooper by trade, and on the strength of his assertions, Captain Sutter purchased a large quantity of oak wood for the manufacture of tubs, casks, buckets, etc. Bonner, however, proved to be thoroughly dishonest, for after getting in debt to the Captain for provisions alone amounting to two hundred dollars, he suddenly made up his mind that his family would be benefited by a change of climate and one day in spring they quietly took their departure for Oregon, leaving the Captain to whistle for his money. Captain Sutter had many such persons to deal with, and I will give one more instance, to illustrate the manner in which some unscrupulous people manoeuver in order to get ahead and acquire property: There lived quite close to the Fort a man named Percy Macomb, whom Captain Sutter employed to attend to his stock, paying him for his labor by giving him a few head of cattle. Unbeknown to the Captain, Macomb branded a lot of the calves with his own mark, so that in two years time his cattle showed an increase of three-fold. To obviate this difficulty and do away with all chance for dishonesty the Captain, on the following year, made a bargain with Macomb, in which he agreed to find the necessary horses, herdsmen and pasture and give Macomb one-quarter of the increase, at the time of branding the cattle, provided he would promise not to steal any of the calves, Upon reaching home and informing Major Bidwell of the contract, the latter told him he must have been crazy to make such a bargain. Captain Sutter replied that he had come to the conclusion that it was the best thing he could do, as last year Macomb had taken one-third of the calves, while now he could only legally claim one-quarter, and as far as he could see, he thought he should be gainer by this arrangement. In the latter part of November, 1845. Major Bidwell one day informed me that he expected General Castro with his escort to dine at the Fort, and he wished me to prepare the best meal the Fort could produce, as both he and Captain Sutter wished to receive the General with all the honors due him. An order was issued to have the bell rung and the cannon fired as a salute, the moment General Castro and party appeared in sight. The only man at the Fort who would agree to fire the salute was "old Jimmy" (as he was called by us all), who had served his time on board a Man of War. The firing of the first salute was followed by strange results, the cannon going clear through the adobe wall as if impelled by some force over which it had no control, while "old Jimmy" found himself in the same unaccountable manner upon the opposite side of the wall to where he had been standing. Fortunately he was unhurt, and upon picking himself up, he declared he would never fire a salute again from Captain Sutter's cannon, if all the Generals in Mexico should come to the Fort.

In the latter part of December I received a letter from Finch and Thompson, before alluded too in my trip to Yerba Buena, saying that they would give me a situation and pay me ten dollars per month, if I would return to San Francisco. I gave Captain Sutter notice of my intention to leave, and he immediately offered to raise my wages and to also give me the deed to a small farm, if I would consent to remain with him one year longer. I told him, however, that no money could induce me to stay, as I was fully determined to go back to Yerba Buena. He thereupon called in Major Bidwell and we had a settlement of our accounts. The amount due me was sixty dollars. All I received was a passage to Yerba Buena; a plug of tobacco and a bottle of the Fort whiskey. Major Bidwell, at this time was trying to raise sufficient money to build a school-house, and he asked me to contribute something toward the school fund, and I gave him the balance of my wages. There was considerable work to do about that time. All the men employed at the Fort were furnished with three meals a day, and in addition to this, provision had to be made for transient visitors, of whom there were a good many. Then there were about thirty or forty Indians, who were fed upon the refuse of bread, etc., which was prepared like mush and poured into large troughs where they ate it like hogs, making two fingers serve the purpose of a spoon, and in this manner they would eat until the trough was entirely empty.

A few days later Captain Sutter dispatched a whaleboat to Yerba Buena, in charge of William Swazey who had orders to return to the Fort as soon as possible if he met Captain Leidsoff and Hinckley. Cooper and myself accompanied him as passengers. When out about two hours, we stopped at a landing on the river, owned by a German named Schwartz. While here, a boat hove in sight having Hinckley and Leidsoff on board. Swazey therefore returned with them to the Fort, as ordered, while Cooper and I remained at Schwartz's place. We had been there about two days, when the schooner from the Fort arrived, and upon boarding it, we were greatly surprised to find Captain Fremont occupying the cabin, while below in the hold, where we took up our quarters, were Ressy and McCune, two of Fremont's men, and Tom Smith the shoemaker at Fort Sutter. Our quarters were necessarily rather cramped while on board the boat, but we managed to get along quite comfortably. In order to build a fire on which to prepare our food, we took a large box, and filled it with sand, on the top of which we could make a fire with perfect safety. Our progress was rather slow as we depended on the tides to make our way down. Sometimes when we were not making much headway, we would go ashore and kill a fine buck and cook it. We offered to share the game we shot with Captain Fremont but are generosity was not appreciated, as he declined to accept of it, without giving us even a civil word in return. After a journey of two days length we finally reached Yerba Buena, and I will now give a short sketch of the early history of the place, dating from January 10th, 1846. There were no streets in those days, but in order to locate the people and their houses in a more satisfactory manner, I will call the streets by the names which they now bear.

There were but two white ladies in the town at this time.

Among the early residents of the place may be numbered Mr. John C. Davis, an Englishman by birth, and ship carpenter by trade, who with his wife (a daughter of Mr. Yundt, an extensive farmer at Napa) and his two daughters, occupied a house on Washington street, together with two men named John Ross and Cheno Reynolds; both of whom were unmarried, the former being a Scotchman and the latter an Englishman. These two mentioned were also ship carpenters and were in partnership with Davis, who afterwards lived and died in Napa. Alexander Forbes, his wife and three children lived on Montgomery street, near the corner of Clay, in a house built by Jacob Leese, afterwards sold by the Hudson Bay Company, to William M. Howard, together with four fifty vara lots, located on Montgomery, Clay and Sacramento streets. Robert T. Ridley, an Englishman by birth, and married, kept the Villiard Saloon. Captain Voight and family occupied a house on the corner of Sacramento and Kearny streets. The Captain was a Surveyor as well as a sea-faring man, and owned two fifty vara lots on Clay street, one on Sacramento street, and one, one hundred vara on Kearny street. Jacob Fuller, an Englishman, who followed the occupations of both butcher and cook; owned two fifty varas on Sacramento and Kearny streets, on which were two houses and an adobe brick oven. One of the houses he occupied with his family, the other had a store in it, kept by Captain Leidsoff a native of the Isle of St. Thomas. William C. Hinckley and wife lived on Montgomery street. The former was Captain of the Port. This position was formerly filled by Captain Francisca Sanchez, Hinckley acting as Deputy; but in a mutiny that occurred on board a vessel lying in port, which the Spanish authorities were called upon to quell, Captain Sanchez killed one of the mutineers, by running his sword right through his body, pinning him to the deck. After this affair he was unwilling to hold the position any longer and resigned in favor of Hinckley. Nathan Spear and family formerly residents of Boston, lived on Montgomery street, corner of Clay. Gus. Andrews a native of Salem, Massachusetts, a house carpenter by trade, lived with his family in a house located on Dupont and Washington streets. Finch and Thompson had a blacksmith shop and dwelling house on the corner of Kearny and Washington streets, where the Bella Union Theatre now stands. A German named Dopkin, a tailor by trade, owned a house with one fifty vara lot on Kearny and Jackson streets. John Evans, an Italian, who followed the calling of a boatman, owned a house on Dupont street near Clay. Jesus Noe and family lived on the corner of Stockton and Clay streets where he owned a house and one fifty vara lot. Mr. Noe was the Alcalde; or, Justice of Peace. An Englishman generally called "Jack the Soldier" his proper name being John Cooper, lived with his wife on a fifty vara lot on the corner of Jackson and Kearny streets. He was a regular "Jack of all trades" and worked at whatever he could find to do. Mr. Baroma and family resided at North Beach, near Washerwoman's Bay, as it was formerly called, where the former owned a large tract of land. Mr. Dinnicke a baker, owned a residence and bakery just below Clark's Point, where an Englishman named Tom Smith, a shoe-maker, also lived. Two Englishmen, one named John H. Brown and the other Sherback resided on a fifty vara lot on the corner of Washington and Kearny streets. The former was a bartender, the latter was married, and a carpenter by trade. A half-breed Indian and wife, whose names I have forgotten, lived on Broadway and Kearny streets. Busam, an American, was a clerk for Leidsoff. John Sullivan was a teamster. There was also an Irishman, Rafael Pinto and a clerk, a Mexicano. Captain Lidrick was the Custom-House officer. Then there was an English sailor, John Cuzins, a cook; a German named Kline, a locksmith by trade; his residence and place of business being on Kearny street. There were also a few Mexican families whose names we will omit, who usually spent the winter months in the city.

At the Mission Dolores there resided the following persons: Francisco Guerrero, Francisco Sanchez and brothor, Andrew Hepner, a Russian who followed the occupation of a gardener and music teacher; a Mexican named Valencia, a musician, two families mixed Indian and Mexican, whose names I have forgotten, a Mexican who claimed a large tract of land a half mile from the Mission, and a family named Beannell.

The following is a list of those in authority under the Mexican Government, in 1846, prior to the raising of the American Flag: Prefect, Francisco Guerrero; First Alcalde, Osa Lacruy Sanchez; this latter gentleman lived seventeen miles from Yerba Buena, and in his frequent absences the Second Alcalde, Jesus Noe, acted in his place, while Robert T. Ridley, (who married the eldest daughter of Mr. Baroma) acted as Second Alcalde; Francisco Deharo was Syndicate.

CHAPTER II.

When I first came to the city, there was only one vessel in the harbor, the bark "Emma" of London, England. I cannot recall the Captain's name; but the First Officer was Mr. Pritchard, the Second, Mr. Norris. They were on a whaling trip and stopped at Yerba Buena for supplies, etc.

The only pay the City officials received for their services, was that raised by fines, most of which was taken from sailors, who would remain on shore after sunset. The fine for this offense was usually five or ten dollars, as the case might be, and the money thus received was equally divided between the authorities. Captains and First officers were permitted to remain on shore as long as they pleased.

As stated elsewhere I was in the employ of Finch and Thompson, having charge of the bar, and also keeping the accounts. Mr. Finch was a man of but little education; in fact, he could neither read nor write, and he had a peculiar way of his own in keeping accounts. He had an excellent memory for names and was in the habit of noting any peculiarity about a person as regards his dress and general appearance. Captain Hinckley wore brass buttons on his coat and was represented on the books by a drawing of a button. A certain sawyer in the place was represented by a drawing of the top saws of a saw pit, and many others were thus represented according to their various characteristics or callings. Many of the drawings showed considerable ingenuity and originality. I remained with Finch about three weeks, during that time I became acquainted with Robert T. Ridley the proprietor of a liquor and billiard saloon. He made me an offer of fifty dollars per month to take charge of his place. I accepted the offer and commenced my work there in the early part of February. 1846.

The bark "Sterling" of Boston, Captain Vincent, Master; and William Smith, Super Cargo; arrived in port in February, with a full cargo. Ridley had made some large purchases of wines and liquors from Mr. Smith. The billiard-room was at that time the head-quarters for all strangers in the city. both foreigners and Californians. All persons wishing to purchase lots would apply to Ridley: as the first map of surveyed land was kept in the bar-room, the names of those who had lots granted were written on the map. The map was so much soiled and torn from the rough usage it received, that Captain Hinckley volunteered to make a new one. He tried several times; but, being very nervous he could not succeed in making the lines straight, so he got me to do the work, according to his instructions. The original map was put away for safe keeping. The maps were left in the bar-room, until after the raising of the American Flag, when they were demanded of me by Washington A. Bartlett, of the United States Ship Portsmouth, by order of Captain Montgomery.

Things went on as usual in the city until the latter part of May, when a report reached the city, that trouble was expected. A party at Sutter's Fort were raising a company to take possession of the upper part of California. In the early part of June, a boat arrived from Martinez, with the news that Sonoma was taken, and a proclamation, with Mr. Hyde's signature, was posted in a prominent place which announced that General Vallejo and Timothy Murphy, of San Rafael. with many others, were taken prisoners. A few days after, a party of fourteen Californians came to Saucelito, and wanted to hire Captain Richardson's boat, to take them across to Yerba Buena. As they were all well armed with pistols, rifles and guns and were very much excited and badly frightened, Richardson inquired what the trouble was, they told him that a party of four armed men were pursuing them, and that they were afraid they would be shot. As they were fourteen against four, Captain Richardson asked why they did not stand their ground, and fight the men. They said they had been fighting the past four days; but had not succeeded as yet in frightening the party away; and as the men appeared very determined, and bent upon injuring them, they had decided that "discretion was the better part of valor," and consequently took to their heels. A few days after, General Castro issued a proclamation, commanding all Mexican citizens to meet him at Santa Clara for orders. The only foreigners who left the city for Santa Clara, were Captain William Hinckley and Robert T. Ridley. They were ordered to stop all boats and prevent all persons from landing in Yerba Buena. On their return home, Hinckley was taken sick and died, on Burnell's Ranch, and was buried in the church at Mission Dolores.

Robert T. Ridley returned to the city to carry out the orders of General Castro, but could not find anyone to assist him, as there was not one Mexican citizen to be found in Yerba Buena, and the few foreigners who were here, were in favor of the "Bear Flag," as it was called. This flag was made at Sutter's Fort, of bunting, and had the picture of a grizzly bear painted in the center, as the parties making the flag had no paint on hand, they used some blackberry juice, which answered the purpose very well. (The flag can still be seen at the Pioneer's Hall, in San Francisco). But they did not take up arms until the American Flag was raised.

A few days after the return of Ridley, a boat landed with two men, named Edge Path and Dr. Sample; Edge Path remained to guard the boat, and Sample came to the billiard-room and inquired for Mr. Ridley. He was in the house at the time and I went to call him, and when I returned with Ridley to the billiard-room, Sample drew his pistol and commanded Ridley to stand still. saying: "If you make a move, or attempt to escape, you will be a dead man." Ridley wished to return to his room for some clothing. Dr. Sample refused, and told me to go and get the clothing he wanted. When I returned with the clothing, Ridley took some money, and two bottles of liquor, and then left with Sample, without communicating with his wife or family. He then bid me good-bye, telling me to take charge of things, and do the best I could for him. A few days later the "Portsmouth" came into port, anchored in front of the town, and lay there for several months. The officers and crew would come ashore daily, and I got well acquainted with them

In the latter part of June, a gentleman by the name of Gillespie, an officer, arrived in San Francisco, on his way to Sutter's Fort, to recall Fremont, who was about leaving California. We were daily expecting to hear of the Declaration of War between the United States and Mexico; and, about this time I received a letter from Ridley, asking me to call on Captain Montgomery, and inform him that he was a prisoner; and to ascertain whether he could in any way, be instrumental in securing his release. I made inquiries of some of the officers, and also of Captain Montgomery, of the Portsmouth, who informed me that he had no power to act, until he received the news of the Declaration of War between the United States and Mexico. When this announcement was received, all persons who had been taken prisoners, under the Bear Flag would be released.

The next vessel that arrived in port was the "Magnolia," Master, Captain Simmonds, afterwards associated with the well-known firm of Simmonds and Hutchinson, who were doing an extensive business at that time. The "Magnolia" remained only a few days in the harbor and then went to sea again. In the early part of July there were some false reports started; one of which was to the effect, that an English Man of War was coming in to hoist the English Flag. It was the wish of most Californians to be under the English Government. One morning in July, while we were eating breakfast; there was a very heavy gun fired, and in about five minutes, the long roll was beat on board the United States Ship Portsmouth. All the port holes were thrown open and every man was at his post, and the few people who were in the town, came down to Clay and Kearpy streets, expecting to see an engagement in the harbor between the English and American ships. Another report started, was that Alexander Forbes, the English Council, had sent a messenger to Massack Land for an English vessel to come and take charge of the city. Every precaution was taken and every movement watched by the officers of the Portsmouth, so that if the English vessel had made the least move, she would certainly have been sunk in the harbor. The English vessel came into harbor, rounded too, and came to anchor, right abreast of the Portsmouth. The cannon was fired for Captain Richardson and Captain Able as they were the only pilots in the harbor, and both resided at Saucelito. No one was permitted to leave the Portsmouth that day or the next, to go ashore. After 12 A. M. some eight officers and a boat crew, came ashore on liberty, from the English vessel. The Captain in full uniform walked through the town, and called on the English Consul, and then returned to his ship. Among the officers who came ashore, was a young Midshipman, named Elliot; his father was the owner of a large hotel in Davenport, Devenshire, England. We were old school-mates, and he was much surprised to find anyone he knew so far from home, and in such a lonely country. I asked him if he thought there was any truth in the report about the hoisting of the English Flag, in this town. He said: "Not any, as far as I know." He said they were out on a surveying expedition for the Government, and were bound for Oregon, and expected to be gone for three years. The next day, at evening tide, the pilots went on board, and the vessel left for Oregon. In June, 1846, one of Captain Fremont's men, at Monterey, traded a horse for a mule with a Californian. After the man had made the trade he got out of the way, and the Californian wanted the mule back again; his excuse being that the mule was stolen property. They were willing to give the mule back, if the Californian would return the horse; but they wanted the mule without any compensation.

It was a dodge they very often played on foreigners. Then they wanted the man, Fremont told them if they wanted him to go and take him; but to be careful, or some of them might get hurt. There was a large number of Californians, who went out to take him, Fremont then hoisted the American Flag over his little company of brave men, and waited for them. The question then arose among the Californians as to who should go and take the man; as they knew, only to well, that all of Fremont's men were good shots, and no one ventured to go within two hundred yards, for fear of being hurt. Neither Fremont nor his men showed "the white feather," as they remained in camp for several days, without having the slightest chance to fight; and it is my private opinion, that this affair was the real cause of the commencement of the war. At the time Bidley was made a prisoner, he only kept a billiard-room and saloon; but, as there were a large number of officers coming ashore daily, besides many other persons who wanted accommodations, a good lodging-house and restaurant was badly needed. I was persuaded by my friends to furnish the necessary accommodations. Shortly after this a whaler arrived in port, and discharged three of its crew, two Englishmen and one American. One of the men, Tom Smith, by name, I hired as cook and steward, while Charlie, as the other was called, joined Captain Fremont's company. While in his service he was reprimanded by the Captain for disobedience of orders, and he became so angry that he wanted to fight a duel with Fremont.

I will here mention, for the first time, the name of Captain Grant, who stayed with me at this time, more than a month, as he was very sick. He was attended daily by the surgeon of the Portsmouth. He was removed to Napa, where he died shortly after.

I will give a true account of the reading, for the first time, of the Declaration of Independence, in this city, July 4th, 1846: On the morning of July 4th, Captain Leidsoff asked me if I was an American; I told him that I was a white-washed one and had been naturalized. He invited me to come to his house, corner of Clay and Kearny streets, fronting Portsmouth Square, (afterwards known as the City Hotel) where Captain Montgomery was to read the Declaration of Independence. There were present: Captian Leidsoff, Captain Montgomery and two sons, John Fuller, a Midshipman, from Portsmouth, and myself (John H. Brown). I have been particular in naming all the persons present on this occasion, as I have both read and heard, many reports in regard to the rejoicing of the first fourth of July in this city, which were incorrect. The next year, 1847, the Declaration was again read, at the same house, on the verandah, by Dr. Sample; and at the same place in 1848, by Joseph Thompson, while Dr. Sample delivered an address. I will not mention the celebration of later years, as there are many persons now living in this city who can remember events, as well as myself, and will, no doubt, be proud to speak of them. Business in the city was improving, and Yerba Buena was rapidly becoming quite a place of note. In July 1846, a young man named Fisher arrived in this city from Monterey, with dispatches for Captain Montgomery, bringing the glorious news that the flag had at last been hoisted, and that the stars and stripes were waving over the city of Monterey. On the following day, shortly before noon, we heard the fife and the beating of the drum. There was great rejoicing by the few who were in the city, and that small and faithful band were as united as brothers; and their hearts swelled with pure pride and patriotism at the thought of being under the protection of the flag of their own country. The first person who made his appearance was Captain Watson of the marines, with his company of soldiers. The next in command was the First Lieutenant of the Portsmouth, whom everybody called by the nickname of "Mushroom" for lack of a better. He was followed by Lieutenant Revere's two Midshipmen, and about a dozen sailors. They all marched up Clay street to Kearny, and thence to the old Mexican flag pole in front of the Adobe House, used as a Custom-House. This being an important event in the History of San Francisco, I will give the names of those who witnessed the hoisting of the American Flag. Captain Leidsoff, John Finch, Joseph Thompson, Mrs. Robert T. Ridley, Mrs. Andrew Hepner, Mrs. Captain Voight, "Richard the Third," and John H. Brown. The following improvements were made in 1846, Thompson and Finch doubled the size of their blacksmith shop; in June Captain Leidsoff moved from Fuller's to his own building; a store and two rooms, finished shortly before the event of which we speak. There was a company formed in Sacramento under Major Redding, Captain Snydn, Major Hensley, and many others, who arrived in San Francisco in the early part of July, for the purpose of engaging a vessel for the lower country. The only vessel there in harbor was the Bark Sterling, Master, Captain Vincent, of Boston; (who was burned in the May fire, in William Davis's building, on Montgomery street). The above named persons chartered his bark to run to Los Angeles Captain Leidsoff and myself supplied them with ship stores; which, in those days was no easy task; the easiest article to furnish was home-made brandy. Being twenty-three men, besides the those mentioned above, took passage in the same vessel. The people of San Francisco well knew what was meant by the engaging of this vessel, and everyone knew what the result would be, as they were expecting, from day to day, a declaration of war with Mexico. The war news was received in Yerba Buena before the vessel reached Los Angeles. In the latter part of July, the Mormon ship, Captain Richardson, Master; and the ship "Brooklyn," of New York, Samuel Brannan, Commander, arrived. When they first came there was great difficulty in finding places enough to make homes for them. Their head-quarters were in a large adobe building belonging to Captain Fisher of Los Angeles, and Mr. McKinley of Monterey. Previous to their occupancy of the building, Joseph Belding, an old resident of San Jose, had opened a dry goods store in it for a short time. The first sermon delivered in the English language in Yerba Buena was preached by Samuel Brannan, who is well known, and will probably be remembered by many of the present day, and they will, no doubt, be surprised on hearing of his serving in this capacity. He preached on the last Sunday in July, 1846, as good a sermon as any one would wish to hear. The first wedding which took place after this city was under the protection of the American Flag, was celebrated in a building owned by the proprietors of the Portsmouth house. The ceremony was performed in a large room on the ground floor, which was generally used by the Mexicans as a calaboose or prison. The marriage took place among the Mormons, who had arrived so short a time before. The contracting parties were: Lizzie, the second daughter of Mr. Winner, and Mr. Basil Hall. The marriage ceremony was performed by Mr. Samuel Brannan, according to the Mormon faith. I was one of the guests, and I never enjoyed myself, at any gathering, as I did there. There was a general invitation extended to all, a large quantity of refreshments had been prepared, and as there was plenty of music and singing, we had lots of fun. The festivities were kept up until twelve o'clock, when everyone returned to their homes, perfectly satisfied, and ready to pronounce the first wedding a grand success. Mr. Hall, the bridegroom, had accumulated considerable wealth in this country, and he left here in 1850, for Washington city. On his return home, he purchased a colored woman, a slave, Mr. Winner told me that Mrs. Hall treated the colored woman brutally; and the woman, tired of her treatment, and determined to have revenge, one day put Mrs. Hall's feet into the fire, and held them there until she was burned to death.

Shortly after the hoisting of the American Flag, some men were sent ashore from the Portsmouth to build a house, in which a cannon was placed for the better protection of the people. They also cut a road and built a Fort, some distance below Clark's Point, which is now known as the lower end of

Battery street, from which it took its name. In this Fort there were five mounted cannons, brought from the old Mexican Fort. The log-house was built on Clay street, near Stockton. After peace was declared, this house was used as a Calaboose by T. M. Leavensworth at that time Alcalda. One night a man, by the name of Pete, from Oregon, was put in the "Calaboose," for having cut the hair off of the tails of five horses and shaved the stumps. When asked what he did it for, he said that he wanted to send him to England, to be made into a brush, to brush the flies off the Queen's dinner-table. As Leavensworth did not send him his breakfast, he called on Leavensworth at his office, with the door of the Calaboose on his back, and told him if his breakfast was not sent up in half an hour he would take French leave. Leavensworth sent his breakfast; but it was the first and last meal he had in that place.

I will here relate how the first hotel in the city got the name of Portsmouth House. The non-commissioned officers on board the Portsmouth, Whittaker, the sail-maker and Whinnesy, the ship carpenter offered to make the sign-board, paint it and find everything needed, if I would call it by this name. I agreed; the sign was made on board the Portsmouth, brought ashore, and put on the building; and it was the first sign-board ever put up in the now large city of San Francisco. In July, 1846, Captain Montgomery sent ashore Washington A. Bartlett, to take charge of the town and to act as Alcalda. There came with him a young man, called Downing, who acted as clerk. Downing served but a short time when he was ordered aboard ship. The next clerk was George McDougal The officer at this time lived in the frame residence of William C. Hinckley, on Montgomery, between Clay and Washington streets. There was considerable contention among the Mormon residents. Several suits were commenced against Samuel Brannan, and tried before Washington A. Bartlett, complaints were made to Captain Montgomery that Bartlett showed partiality to those who were against Brannan. Captain Montgomery issued an order, calling for an election for Alcalda. The election was held in a room, at the back part of Leidsoff's store, facing Portsmouth Square, known after as the City Hotel. The candidates for Alcalda were: Washington Bartlett and Robert T. Ridley, who had been released by Captain Montgomery, and had returned. The ballot box was an empty box in which lemon syrup, in bottles, had been packed. The box was bought by Robert T. Ridley, from Steve Smith, of Bodego, and given to Ridley as pay for surveying two fifty vara lots in April. Ridley asked me to nail down the corner of the box tight. I made a small hole in the cover, so that the names could be dropped in. Each name was written on a slip of paper, I carried the box over to the room where the election was held, and wrote Ridley's name on a piece of paper, which they put in the box, and that was the first vote ever cast in this city, after it came under the rule of American Flag. That same day Yerba Buena was named San Francisco, by Washington A. Bartlett; but, I have a document in my possession, that I obtained from Alexander Forbes, and it was dated in San Francisco over six months before this event. Washington A. Bartlett obtained a majority of the votes cast, and was elected Alcalda. The first foreigner naturalized in this city was Captain J. Young, a Scotchman by birth, afterwards Superintendent of the Quicksilver Mines, at San Jose. It has often been disputed as to where the first post-office was located. It was in the old Spanish Custom-House, in Portsmouth Square. The mail was carried by United States soldiers, free of charge, but they soon found it would not pay to deliver the mail free. After the arrival of the "Brooklyn," I found I could employ help, on very reasonable terms. I engaged one lady as house-keeper, a widow with one young son, her name was Meramore; also a waitress, named Lucy Nutting, and a good cook, named Sarah Kittleman, I then fitted up the beds and started the first hotel in the city, I was just on time, on the second day of August, 1846, there arrived in port from eight to ten whaling ships, and, by the advice of Captain Montgomery they staid in port four months. The following are the names of the captains: Captain Simmonds, who was the first one to take lodgings in the hotel, Captain Mallory, Captain Bottom, Captain Rayne. Captain Henly and Captain Winters. The above named laid in port from 1846 to the early part of 1847. I must relate how I obtained furniture in those days: I got a couple of carpenters (who arrived in Brooklyn,) by the name of Kittleman, to make benches, tables and bedsteads. Our beds were mostly made of Sandwich Island moss, excepting four feather beds, which I purchased from the Mormons. The blankets were made of heavy flannel, with a seam in the center. The quilts were made of calico. Our sheets were the best part of the bedding. I had one bedstead made of extra length, thinking it would be long enough for my tallest lodger. Dr. Sample tried it, as he was a few inches taller, than any of the rest, and the next morning he asked me if I had any chickens I wanted to roost, as his legs came out at the foot of the bed sufficient to roost about a dozen. The bedstead was six feet in length; but, the next day I had one made that measured seven feet six inches, which the doctor said was a perfect fit, and I always kept this bed expressly for Dr. Sample, William Blackburn, Jacob Schneider, and one Burrows all very tall men.

As soon as the American Flag was hoisted, Captain Watson was sent on shore to guard the city with a file of marines from the ship Portsmouth. Their head-quarters being the adobe building, known as the old Custom-House. There was a captain here, by the name of Philips, from Boston, who had lost his vessel at Bodego, who did a very brave act; he took his boat with four men men, went to the Presidio, where the old Mexican cannons were lying on the ground and "spiked" them, thinking that he was doing the Government a favor. He might have taken up his abode at the Fort without any difficulty, as there was not a Spaniard nearer than the

Mission Dolores, to oppose him in any way. Washington A. Bartlett was elected by the votes of the sailors from the Portsmouth, who were sent ashore in boats to vote for him, as it was thought that Ridley would favor the Mexicans. After Captain Watson came ashore to guard the city he made it a rule every morning to fill his flask with good whiskey. It was usually at a very late hour when he called for it, and I would be in bed. His signal would be two raps on the shutter. As soon as I would answer him, he would say: "The Spaniards are in the brush," this was the pass-word, I would then get up and fill his bottle, and he would leave and go on duty. A short time after the arrival of so many whalers in port, there was about five captains who remained on shore to have a good time with some of the officers of the Portsmouth. Captain Watson being one of the number, and several prominent Californians, among whom were Guerrero and Sanchez. They kept me up two nights in succession, and when they finally departed, I decided to take a good night's rest, as there was no business doing after ten o'clock, so I took to my room an extra allowance of whiskey. I was sleeping sounder than usual, when there were a number of raps on the window shutter. I did not hear them, however, and as Watson, who had been imbibing freely, found the raps did no good, he fired off one of his pistols, and sang out at the top of his voice, "The Spaniards are in the brush!" The report of the pistol was heard at the Barracks, and they began to beat the long roll. I jumped out of bed, (more asleep than awake) filled Watson's flask, and was told that no one would hurt me, and to go to bed again. There were signals given from the Portsmouth that men would be sent ashore for duty. The Mormons had only arrived a few days prior to this event, and at the beat of the long roll they were all up and on hand with arms and ammunition, ready to furnish what service they could. They remained under arms for about three hours, in the yard of the Portsmouth House, and were then discharged. That night there were several shots fired by those on duty, thinking they were shooting at Californians; but, they found next day, to their great surprise, that instead of dead bodies, some scrub oaks had received the shots. The wind in bending the oaks hither and thither had made them suppose that "The Spaniards" were really in the "brush." Captain Watson called on me the next morning in the billiard-room, and told me that if I ever told, or even mentioned what happened the night previous, as long as I lived, I would be a dead man, as it would greatly injure his reputation if it were made public.

There were three persons, who arrived by the ship Brooklyn, as cabin passengers, who were not Mormons. I believe one of them is still living at Benicia, by the name of Van Phfster. A man named Captain Thompson, a brother to Mr. Thompson of Santa Barbara, also Frank Ward, a merchant, whose store was on Montgomery street in a house owned by Mrs. Wm. C. Hinckley. Several days after the alarm above mentioned, the authorities commenced erecting a log building. for the use of the cannon, so that they would be in readiness to protect the city in case of another alarm. They commenced at the same time to build a battery, some distance below Clark's Point. In early days it was a very common thing for sailors to run away from their vessels. It was pretty generally understood that the captain would give five dollars reward to anyone returning the runaway to his respective vessel. One person whom I will mention here by the name of Peckham, is now living in San Jose and he will, no doubt, remember the circumstances. When Peckham arrived here during the Mexican war, on the whale ship "Magnet," (Captain Bottom) he deserted the vessel, thinking he could get away without being known. A few days later, while the Captain was in the billiard-room, Tom Smith, (a man who made it a regular business to catch runaway sailors) informed the Captain that one of the men had deserted. The Captain was surprised and inquired what kind of a looking man he was. Tom told him he was a "seven footer," and after thinking a moment, the Captain made up his mind who it was. He then asked Smith what he got for bringing in runaway sailors. He said five dollars was the regular price. The Captain told him he thought five dollars was too much; but, he would be willing to give him two dollars and a half if he would let the runaway sailor go wherever he pleased to, as he was no earthly account aboard a ship. The same sailor, Mr. Peckham, got a situation with Captain Dring, as clerk in a store, where he studied law, and afterwards became one of the best lawyers in Santa Cruz, where he practiced, and also served as County Judge.

A schooner was built and launched here in 1846, by the following parties: John C. Davis, John Rose and Cheno Reynolds. The iron work was done by Finch and Thompson; the sails were made by "Jack the soldier," or rather, John Cooper, who was an old English sailor. This schooner was of great benefit to the city, as it made regular trips to Santa Clara and Napa, and each time would bring in a great assortment of provisions. The schooner was sold in 1847 to Captain Folsom, to be used by the United States. The first trip this vessel made for the Government, was to take a horse-saw mill to the "Cordes Madera," the latter was the property of Captain Cooper, of Monterey, and it was soon put in running order by men from Stevenson's Company, and made a large quantity of lumber for the Government. There were a number of house carpenters amongst the Mormons, arriving in 1846; who commenced several buildings which were not finished until 1847. I will mention them hereafter, as I think some of the buildings are now standing. In reading the history of early days in this country, I have seen mentioned the names of many persons now living in California, who got a good deal of praise, which they never deserved; and which should have been credited to others whose names have never appeared in print, and who were too modest to feel otherwise than that they had done their duty. I will mention first those who were of great service to the country during the Mexican war, Purser Whatmore of the sloop of war "Portsmouth." He was instrumental in raising Charlie Weaver's company, of San Jose, and did much valuable service; Lieutenant Revere's, who was also from the Portsmouth, he was sent to Sonoma to take charge of that city under the United States Flag, and when he arrived there he found it a very difficult task, as many persons who went there under the Bear Flag, claimed all the property they could lay hands on, and Revere's first orders were, that all property should be delivered to the rightful owner within twenty-four hours. If they refused he would imprison them, and that if they made the slightest resistance, he would blow the top of their heads off. Revere's was considered by all who knew him to be an honorable man, one who served his country well. The first work given by Captain Leidsoff, for completion was the old City Hotel. He then opened a bar and billiard-room; but the house was known as the "Large Adobe." In the early part of the month of October, Leidsoff wished me to take his house, at a rent of two thousand dollars per year; payable, quarterly in advance. I found it very difficult to get furniture. In a conversation with Mr. Henry Mellish, who was doing business for a Boston House on this coast, he told me that he had a lot of furniture on board his vessel that he would sell to me at a low figure, and give me my own time to pay for it. I then sold out the Portsmouth House to Doctor Jones; and on the first day of November, 1846, I rented the Adobe House, hoisted a sign, the name of which was Brown's Hotel. This sign was in very fine gilt letters, the cost of which was one hundred dollars. The work was done by the eldest son of Mrs. Hager, who arrived here on the ship Brooklyn. There are but very few signs, at the present day, gotten up in better taste and shape than this one was. A short time after the opening of Brown's Hotel. there was a call for all those who wished to join a company for the protection of the city, to meet at the hotel. On the evening designated several attended, and elected the following officers: Wm. D. M. Howard as Captain; Wm. Smith, First Lieutenant; John Rose, Second Lieutenant; and there were about twenty privates.

CHAPTER III.

A vessel arrived here called the "Uphamer," of which Captain Russem, an Englishman, was Master; William Davis (better known as "Kanacka" Davis) was Super-Cargo, and owner. A Mr. Sherman came to Yerba Buena as Davis's clerk, (afterwards of the firm of Sherman and Ruckler). At the time the city was under Martial Law, a young man, who professed to be a lawyer, by the name of Pickett, better known as "Crazy Pickett," was put under arrest for saying more against the Government than those in authority thought proper. In the latter part of November, there arrived in port Captain Mervin, of the ship "Savannah," and Captain Hull of the ship "Warren." Captain Hull was sent ashore on duty, and he rented two rooms for himself in the hotel, and got canvas from his ship to fit up the verandah, for the use of his men, as there was barely room in the Custom-House for the marines. He and I would often have some little trouble about matters in general. One I will mention here: The Californians would bring beef to me for the use of the hotel; but, would not bring any for the use of the Government, and Hull would often make threats to confiscate my meat. This was about the time of Bartlett's imprisonment by the Californians. Bartlett concluded that the only way they could obtain beef, would be to go to the ranches, and drive the cattle in; but, that was much easier thought than done. He obtained some horses and left the city with some eight sailors, well armed and equipped for any emergency. He arrived at Osa Lacruz Sanchez' house seventeen miles from the city, and as Sanchez, would not drive up the cattle he and his men undertook to do so. The cattle were driven into the corral, and they were getting ready to start home with them, when Francisco Sanchez and two of his soldiers rode into the corral and inquired of Bartlett what he was going to do with the cattle. Bartlett replied that he was going to take them for the use of the men of the Navy, Sanchez then threw his serrapa over his soldiers, and told Bartlett if he, or any of his men made the least move that he "would blow their brains out!" He came provided with rope, for the purpose of tying the hands of Bartlett and his men. He took them to his brothers house, and informed Bartlett that he must consider himself a prisoner, and the next time he went out to steal cattle, to take his fire-arms with him, as he might need them. Bartlett when he went to the corral left his firm-arms in the house of Osa Lacruz Sanchez, not knowing, that he had sent for his brother to see that everything went on right and lawfully. This information was given me direct by Francisco Sanchez, himself; he was a personal friend of mine; he also told me of a "private lecture" he gave Bartlett, in which he said: "You have raised in this country, the American Flag. In your proclamation you say: 'all Mexicans citizéns, and their property shall be protected by the American Government.' You, as one of the law-makers, come here and try to steal our cattle. What do you suppose our opinion must be of such people as you; what respect can we have for your Government?" Sanchez then sent out runners, calling the Californians together to defend their property. This was the commencement of the Santa Clara war. In the latter part of December, there was a call for volunteers to go and release Bartlett, and his men, who were held as prisoners under Captain Francisco Sanchez. As William D. M. Howard was not able to go out on duty, the company elected William Smith as Captain, John Rose as First Lieutenant, and Dougherty as Second Lieutenant. Our first night out we stopped at Mission Dolores; the second night we camped at Osa Lacruz Sanchez' ranch, seventeen miles from the city, there we joined Captain Charles Weaver's company, and our force was made up of the following persons: Commander, Captain Marston, of the marines; Lieutenant Stanson, from a man of war, with a company of marines, and a small brass field piece; Captain Weaver and company; also Captain Smith and company, and this was the extent of our army.

On our arrival at Sanchez ranch, the marines had a great time. They were up all night hard at work, baking "soft tack." They found some flour in the house, and also a large adobe oven attached, which was quite convenient for their use. We had one beef and two hogs in the shape of food, so we fared well. When we started in the morning each of the marines must have had, at least, fifteen pounds of soft tack lashed to their knapsacks, which was sufficient to last them during their march to the Santa Clara war. Our Second Lieutenant was not satisfied with the Captain, nor the company, as he said he fully expected that the privates would wait on him, and render such service as attending to his horse and getting his meals for him, etc., so he returned to the city on the second day out. Our next day's trip was to Covinger's ranch, he was an Englishman and once held the position of lieutenant in the English navy. He was quite an expert with the cannon. Here we got news that the Californians were only five miles in advance. That night Captain Smith came around to his men to find out how many men were willing to volunteer to start with him at four o'clock next morning, to go after the Californians. The men who volunteered were William McDonald, Clerk Jennings, Captain Smith and myself. From Weaver's company, were Lieutenant John Murphy and five privates. Our line of march was up a steep mountain the whole of the way. A short distance from the top we were ordered to halt; examine our weapons, and put fresh caps on our rifles and pistols. The fog was very heavy and falling fast, like rain. It was a very solemn time, not a word was spoken, everyone seemed to realize his position. The Californians were on the alert, and before we could reach the top of the mountain Captain Smith ordered us to halt; as we could first see them crossing the ridge, they must have been about half a mile from us. He said it was no use to hurry, so we moved along cautiously; only trying to keep them in sight, as it would be better and much safer for us to keep them at a respectful distance, as they had over sixty men and one small cannon. We kept after them that day until we met Weaver's company, and the marines, about fifteen miles from Santa Clara. The next day Captain Weaver. with three of his men, Lieutenant Rose, of Smith's company, McDonald and myself, were selected as a scouting party. About ten o'clock in the morning one of Captain Weaver's Indians rode up to the Captain and informed him that the Californians were near Santa Clara. Captain Weaver at once fired off his rifle, which was the signal for the companies to stop until we got up to them. I think that was about as hard a mile's ride as I ever experienced. As soon as we overtook them, the company was formed as follows: Captain Weaver and company were in front; the marines next, with the gun; and Captain Smith came next. All except four, Lieutenant Rose, Julius Martin, (now living in Gilroy) McDonald and myself were ordered to the rear, to take care of about twenty or thirty loose horses, following the company. There was one of our soldiers, who was always lagging behind; it was almost impossible to keep him up with the company. His name was Holbrook, of Boston, who arrived here as Super-Cargo of a Brig. Captain Smith ordered him to keep up with the company, or he would be liable to be picked off by the Californians. He said he could not make his horse go, as he had no spurs. The captain took one of his own spurs off and gave it to Holbrook, and told him to put it on and keep up with the company. He commenced fastening the spur to his toe, instead of his heel. The Captain then became angry, and took the spur from him, ordering us to drive him in among the loose horses, and keep him there. The Californians aimed to drive us into a mud-hole, and make a charge; but Lieutanant John Murphy knowing every inch of the ground avoided any catastrophe. We found his services of great value, as the Californians had gathered there in strong forces. I must mention one item here in regard to Julius Martin. He was riding on the outside, nearest the Californians, and he observed a Californian wearing a red serrapa, making himself rather conspicuous; and, as we came to a standstill near the mud-hole Martin observed to me that he thought his old rifle could

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carry a message to that man wearing the red serrapa, and if I would keep a sharp lookout he would try it. He got off his horse, took a rest on his saddle, sent the messenger on his errand, and the message was received at the proper destination. He asked me what I thought of the result, I told him I thought it had accomplished its object, as I saw two men leading the wounded man off the field. It must be understood that Julius Martin was considered one of the best shots in the country, as was also Purser Fonteroy of the Savannah, who was known to be the best shot in the American Navy. For about two hours the bullets were flying thick and fast; but only one person in our company was injured, and that was Bennett, of Santa Clara. A bullet took off the heel of his shoe, grazing his heel and making him lame for a few days. What the Spaniards could not accomplish with firearms—they thought to do with their tongues, for if one-tenth part of the blessing they showered upon us had befell us, not one would be alive to tell the story. We fought our way through to Santa Clara, arriving there in the evening. We went into camp and put out a strong guard. We had not been in Santa Clara long, when Mrs. Bennett sent her son to Lieutenant Rose and three or four others (including myself), inviting us to partake of a good supper. Captain Smith and Lieutenant Rose could talk Spanish well, and were good friends with most of the Californians under arms. They called on Alexander Forbes the English Consul, with the purpose of engaging him to go with them, and endeavor to make peace with the Californians without further loss of life. Soon after dark, Smith, Rose and Forbes started on horse-back for Captain Francisco Sanchez' camp; a distance of only one mile from where we were camping. On the way they were stopped and challenged at three different times. Forbes then told the guard to send for one of his men, and he would forward a note to Sanchez, (which he wrote by the light of a match). On receipt of the note, Sanchez sent for Forbes and his two friends, after first ordering the guard to search them to see that they had no concealed weapons. When they stated their business to Sanchez saying they desired peace, he appeared very much surprised to think that Captain Smith and Lieutenant Rose should take up arms against him, when they professed to be such warm friends; but, they told him the same as Forbes had done, that their sole object was to promote peace without the loss of life. They proposed to make peace on the following terms: That Sanchez and his company should deliver up all their arms, and the company to become citizens of the United States, and no one to be held responsible by law, for anything they had done. Sanchez, in the first place, told Forbes that he considered they were fully able to cope with such armies as the United States then had in this country. Forbes immediately informed him that he knew nothing at all of the power of the United States; that if those who were now here could not conquer the enemy, that they could send an army that would conquer them ten times over. then all their property would be confiscated for the benefit of the United States. Sanchez said he would agree to the terms mentioned, if Charlie Weber would fight a duel with him. He was told that it would be impossible; as Charlie was an officer of the United States Army. He asked him what his animosity was against Charlie Weber, more than any other man. His reply was: that Charlie Weber had received from the Mexican Government, all the privileges of a citizen, he had been made a prisoner in the commencement of the war; but had got his release on "parole of honor." A week afterwards Weber raised a company to fight the Californians, and if it had not been for the influence of Forbes, they never would have compromised with him. In resigning the army it was understood that they would only deliver up their arms to Captain Smith's company that if any other company came to them, they would not relinquish them, nor surrender under any circumstances. When Captain Smith left the company he called his men together and informed them that Rose and he had important business to attend to, which would compel them to leave that night; and that Mr. Brown would have charge of the company in his absence; and that he hoped every man would attend to whatever duty he was called on to perform. In the company there was one man who was anxious to do more than was expected of him. While on duty he made two false alarms, by pretending to see Californians coming into camp. The men informed me that if any more false alarms were given, and I did not do my duty by shooting him, they would shoot me. I stood by him, all in readiness to shoot him if he made another false alarm, and I really believe I should have done so. Several times he called on me, saying he could see the Spaniards, and wanted to know if he would shoot. I then informed him that he heard the orders given me, and that I should certainly shoot him if he did not shoot a Spaniard. This was the only time I had command of a company, and, I hoped it would be the last, as I was up all that night.

It was a good thing for the Californians that they came to terms, as a company of over forty men from Monterey, under Captain Maddox, arrived soon after; they would not have shown the Californians any quarters, and they seemed to think that what Forbes had told them was perfectly correct. The flag of truce put a stop to all war proceedings, and peace again, reigned supreme. At the beginning of the battle of Santa Clara, one Castro, who had charge of Bartlett and his men, informed Bartlett that if any Californians should be shot in the fight, that Bartlett would be shot down first, and each prisoner should share the same fate. As Sanchez was riding by Bartlett called to him, and told him what Castro had said. Sanchez then called Castro to him, also the three guards under him, who had charge of the prisoners, and told them if they hurt but one hair on the heads of the men; or, if any of the prisoners were injured while in their charge, he would shoot Castro and the guards down himself.

Francisco Sanchez was an honorable, noble and high-minded man, and would scorn to do anything mean or contemptible. That night we went to San Jose; and, on the next day, boats from the war-ships arrived to take on board the cannon and marines who went to Yerba Buena by water. The following day we started to Yerba Buena by land accompanied by Francisco Sanchez, whom we left twelve miles from the city on his parole of honor, as he promised to be in the city the next day, which was New Year's Day, 1847. We were paid off by Frank Ward, at his store, by order of Captain Mervin—and we all had a jolly good time. I do not want it understood that Bartlett went out with the intention of stealing the cattle; the reason of his going for them in the way he did, was this: The Californians would not bring in cattle for the navy for less than twenty-five dollars per head. I was only paying ten dollars at the time, and I understood that they intended, and were willing to pay the Spaniards the same price I was paying, but no more. Prior to the commencement of the war they would bring the beef, slaughter it and bring it in, and all the remuneration they wanted was the hide and one bottle of California whiskey. Most of the cattle I obtained were from Sanchez. When Francisco Sanchez was in town he would make his home at the hotel, and that paid for what cattle I got, which was from two to three beeves a week.

I have here to chronicle one of the first and saddest events that befell this city in those days: Captain Montgomery, of the Sloop of War "Portsmouth" had on board with him three sons. One was an officer, one, a captain's clerk, and the other, a boy from ten to twelve years of age. After the raising of the American Flag over California, the Government had in their employ several men at Sutter's Fort. They had been without pay some four months, when a boat was dispatched with the money, under the command of Young Montgomery. The crew, consisting of seven men. Young Montgomery thinking it would be a pleasure trip for his youngest brother, prevailed on his father to permit him to go with him. After they had been out double the time it ought to have taken to go to the Fort, and boats arriving from the Fort not seeing or hearing anything at all from them, people began to be fearful lest something had happened to them. Boats from all the ships were sent out to search for the missing ones, and returned without any news whatever. Robert T. Ridley was then engaged, as he was supposed to know more about the inlets on the river than any other person. He was gone about two weeks, and all he could find was one cloth cap and a piece of a boat, which he found near a ranch, belonging to Major Bidwell. It was a supposition that the boat might have been carried to sea; but, when inquiries were made of Captain Richardson, at Saucelito, he was positive that he had seen the boat pass his place. No trace of them was ever found, nor anything pertaining to them, except the above named articles. There was also a boat sent out by the citizens, who returned with the same sad result, nothing could be found. Captain Montgomery was highly esteemed by everyone, and he had the heart-felt sympathy in his sad bereavement, of all who knew him.

A report arrived in town that the Californians were again mustering to take the city. It was only known by very few persons, Fonteroy being the principle one, he enlisted the following named persons to go with him to the Presidio. Captain King, Master of a vessel belonging to the Sandwich Island, and owned by Alexander G. Able; a Super-Cargo, by the name of Chever; Mr. Gordon, late of Boston, a newspaper agent; and Mr. Stetson. These gentleman had provisions put up for their journey, and a bottle of whiskey for each. They engaged a man named Collins, the second steward of the hotel, to carry the refreshments for them. They had been enjoying themselves pretty well that evening, as they expected to start between eleven and twelve o'clock, and ordered breakfast to be ready for them at ten o'clock next morning. About three o'clock in the morning there was some heavy knocking at the front door of the hotel, and who should be there but those great warriors; and such looking men as they were would be hard to find anywhere. It commenced to rain soon after they left, and one of the heaviest showers set in, that I have ever seen in California, fortunately it lasted but a short time, however. Steward Collins deposited the firearms and provisions about a mile from town, and went after them the next morning. The next day there were two marines sent out to ascertain what was going on. They reported, on their return, that there was not a living soul in sight. The next thing that happened of any note, was the bursting of the coffee-pot in Brown's Hotel. Captain King, who arrived from the Islands, brought with him a newly patented coffee-pot, the like of which I had never seen before, nor since. It held about a gallon and a half. On the top was a large iron wheel, which fitted tight to the tin; over that was a cover; on the outside was a screw, which could be turned with the fingers. It could be screwed down so tight that no steam could escape. Captain King had with him a Kanaka steward, who had learned how to use the coffee-pot with safety, and had done so several times. It was their habit to make coffee in this pot every day; but, it so happened at this time that the steward had other work to do, and after fixing the coffee-pot, as he supposed, all right, he left it in charge of the second cook, with instructions if too much steam escaped to turn the screw tighter; and the cook turned it down so tight, that no steam could escape. The consequence was that the coffee-pot exploded, blowing the cook twenty yards from the kitchen; also, scattering the cooking untensils in different parts of the room. At that time Captain Hull's head-quarters were on the north side of the hotel. When he heard the explosion he ran immediately to the Barracks, (which were in the old Custon-House), and ordered the long roll to be beat, as the Spaniards had come to take the city. George McDougal and I were in the bar-room at the time, and on looking out of the window, we saw the cook lying on the ground badly scalded; we went immediately and picked him up, and we thought at first he was dead, as he could neither speak nor move. Captain King with two other gentlemen came to our assistance, and told me to run to the military quarters for a doctor. In the meantime Captain Hull demanded the call of the citizens, who very promptly responded, and he ordered them to form in line, and be ready to fire at the word of command. He also sent out some marines, as scouts, to find out the strength of the Californians. He made signals for the men on ship to be ready, if required on shore. When I arrived at the quarters, I met Captain Hull as I was going up the steps, and he began to scold me for not being on hand, one of the very first, as he thought I had as much at stake as anyone; I then told him he could stop beating his long roll, all I wanted was the doctor, as the coffee-pot had exploded in the hotel, and the cook was badly scalded; perhaps fatally burned. He turned to his company, whom he had called together, and thanked them for their ready response to his call; and in case they should be needed in the future, he hoped they would show as great a readiness to respond as they had that day. They were then discharged from further duty. This, I think, was the last call to fight an imaginary battle in San Francisco.

When the Doctor came to examine the cook, he found there were no bones broken; he was only stunned and badly scalded; but not seriously. There is one witness to the above accident, who is now living in San Jose, by the name of William C. Clark, well-known in the city, who has cause to remember the circumstances; as he came from Clark's Point to the Barracks; which, in those days, owing to the roughness of the roads, was considered a pretty good walk. For some time after that, when Clark would meet me in the street, he would stop and have me relate the circumstance of the "bursting of the coffee-pot" to his friends. The next thing of importance was the arrival of Colonel Mason, who was sent as Governor of California. He made his head-quarters at Brown's Hotel. I was acquainted with him at Fort Gibson, and he was very glad to meet me in this country. William D. Howard fitted up some rooms for him over his store, on the old Hudson Bay property; but, he preferred staying with his old friend Brown; and whenever he was in the city he always stopped at the hotel. The day after Colonel Mason's arrival there was a large ball given in the evening in his honor, which was followed by a supper and other refreshments. This was the first ball given in the city under the United States Flag, and many American ladies attended. I will mention a few of the persons who were present, as some are now living in California: Mrs. Andrew Jackson Greyson, whose husband afterwards became a merchant in the early days of California; Mrs. Montgomery, whose husband was a gunsmith by trade; Mrs. J. C. Davis, whose husband was a ship-builder; there were also some fifteen to twenty ladies from the ship Brooklyn. This was a short time before the arrival of the Stevenson's Regiment. I was ordered to get up a supper, sparing no trouble or expense, as money was no object. William D. M. Howard gave two hundred and fifty dollars toward paying for the supper, out of his own pocket. The whole expense was five hundred dollars. Colonel Mason said he never enjoyed himself better at any entertainment than he did there. They all came to enjoy themselves and have a good time, and, they were not disappointed. Jackson Gordon, now steward in the United States Mint in this city, had full charge of the supper, and all persons acquainted with him, know that he was equal to the task and capable of managing the affair successfully.

In 1846 there were two ships on this coast belonging to Boston. One was called the "Tosso," of which William D. M. Howard was Super-Cargo, Captain Libby, Master and Dave Long the Mate. This latter gentleman afterwards became famous as a clown. The other ship was the "Vandalin," Master, Captain Everett and Super-Cargo, Henry Mellish. These vessels traded in general merchandise for hides, running from San Diego to San Francisco. They had small boats with which they used to go and come between the vessels and the shore to deliver goods and collect hides, etc. They went to Napa, Sonoma, San Rafael, San Jose, Santa Clara and all places on the coast where the water was not deep enough for vessels to run in. I have often read in newspapers that there was no wheat grown in this country in early days, which is a great mistake. In the year 1846 there was a vessel belonging to Sitka, which came here for the express purpose of taking on board a cargo of wheat, sent here from Sutter's Fort. The same vessel in 1847, brought to this city the first steamer that ever floated in the Bay of San Francisco. In the early part of 1847 a brig arrived in port, belonging to the Hudson Bay Company, having on board part of the crew of the man-of-war "Peacock," which was wrecked on the Oregon Bar, the Captain's name was Houston, and the First Lieutenant's, Shanklin; besides these two there were Salem Woodsworth and many others, who came here to take passage for the United States. Salem Woodsworth remained in California, and soon after his arrival he offered his services for the release of those emigrants who were snow-bound in the California mountains. There was a call for a meeting of the citizens to take into consideration the best way for their release. The meeting was called by Jasper O. Farrell, and was held at Brown's Hotel. He stated that nothing could be done without means, and that he was willing to head the list by subscribing one hundred dollars. Captain Leidsoff followed with the same amount, after which some gave fifty dollars each, and many others contributed smaller sums; no one giving less than five dollars. Samuel Brannnn deserves much praise for the valuable assistance he rendered in raising a collection among the Mormons. They did their share towards raising the amount required, which was eight hundred and sixty dollars. San Francisco has at all times been noted for being charitably inclined; and has always responded liberally and generously to the call of the unfortunate or any in distress, who may need her assistance. Salem Woodsworth volunteered to go after the parties in the mountains. Before he could take charge, however, he had to get a leave of absence from Captain Mervin, as he was a United States Officer. There was a carpenter named Cody, who went also, and brought a woman out of the snow on his back; but he had to pay very dear for his most humane act, as he had both his feet so badly frozen, that he lost the use of them. Everything possible was done for him. There was a collection taken up; which amounted to two hundred dollars. Cody was discharged in this port from a French whaling vessel in June, 1846, and, although I have often tried to learn his whereabouts, I have never succeeded in doing so.

For many years the distress and suffering of emigrants, while crossing the mountains during the winter months, was fearful to contemplate. They were often overtaken by severe snow-storms, and their wagons afforded them little, if any shelter from the cold piercing winds. They were not provided with suitable clothing, and had no comforts whatever; not even a fire, and many of them endured hardships which are indescribable. The emigrants to California in early days knew well how to appreciate their new homes, and the fact that they were once more in a civilized country, among friends, strangers though they might be, who were only too willing to welcome them and make them as comfortable as possible. George Donnell was brought to the city about this time and I gave him his board and Lawyer Hastings (the Path Finder) gave him his clothes. The boy had many small presents given him in money, which he saved. George McDougal took what money he had and got some persons to contribute more to it, and bought two fifty vara lots for the boy, which afterwards proved quite valuable. The lots were on Folsom street. About this time Dr. Sample started a newspaper in Monterey, and the boy made a little by delivering papers, when they arrived in town; but it did not last long, as Dr. Sample sold out to Edward C. Kemble, who started a paper in San Francisco called the "Sun," it was not expected to last long, as Kemble was very young, and was known as "The Boy Editor;" but the paper became a great success, and from that paper came one of the largest papers now published in San Francisco, we refer to the "Alta," California, which has always been considered, one of the most reliable newspapers ever printed in this city. His associates were Lieutenant Gilbert and Hubbard, both from Stevenson's Regiment. In the early part of 1847, three ships arrived with Stevenson's Regiment; they remained in the city for a few days, and Colonel Stevenson and m any of the officers stopped at the hotel. A company was left here in the city, and at the Presidio, of which Major Hardy was the Commander; Captain Folsom, Quarter Master; Edward Harrison, Custom-House Collector; and Captain Wright, Captain of the Port. There are many still living, who were in Stevenson's Regiment, who can probably relate their own experience in California much better than I could. The next important event, was the arrival of the sloop of war "Siam" and the "Columbus." There was another sloop of war in port, the nameof which I have forgotten, and besides these there were also other man of war vessels lying in harbor at the same time. During the time the vessels were lying in harbor, Governor Mason arrived at Brown's Hotel from Monterey. He was very fond of billiards, and invariably played with me from ten to eleven o'clock in the morning. Whether he lost or won he always paid a dollar; on one occasion, while we were playing billiards, the following persons met in the room: General Kearney, Commodore Bidwell, Captain Mervin, Captain Hull and Commodore Stockton. Commodore Bidwell during his stay in the city would spend an hour or so in the billiard-room every time he came ashore; but, would always leave before twelve o'clock, or prior to the arrival of any under officers, and I never knew any of them to take any refreshments, excepting Governor Mason, who took his meals regularly. Commodore Bidwell informed me that the war ship Columbus was going to leave port, and sail for the United States, and that it would be a grand sight to see her leave, being the first vessel that ever left this port direct for home; and it was a sight indeed, to see the yard-arms of all the war vessels, full of men cheering their companions, and saluting them with guns, on their leaving for home. Shortly after this all the other vessels left here, except the sloop of war "Warren." She was overhauled and being found unseaworthy, was sent to Benicia. After this it seemed very quiet here, and we settled down to an easy every-day humdrum existence, business being very dull. San Francisco, however, was a place of note; there would be at times some excitement or other to keep the place lively. A short time after the arrival of Stevenson's Regiment, another vessel arrived from Boston, called the "Vermont" with Government stores and merchandise. Robert A. Parker was the Super-Cargo. She left in a few days for Monterey, where she landed her Government stores and returned again to San Francisco, to unload her merchandise, leaving soon after on her return trip to Boston. Some of the men, who were sailors on board, left the vessel for the shore, and commenced making brick at Mission Dolores, not far from the hotel called the "Nightingale." When Robert A. Parker landed with his merchandise he rented the adobe store, belonging to Messrs. Fitch and McKinley. During the Mexican war a brig was taken as a prize under the Mexican colors. The vessel had a cargo of liquors, wines, panscha, or maple sugar and some dry goods, which were sold at auction from William M. Howard's store-house. This building was taken between Clay and Sacramento streets, facing Montgomery, and was an adobe house. Soon after this, Captain William A. Leidsoff commenced building a large store house at high water mark, near where Pine street now is. In front of this ware house, the first attempt at anything in the shape of a wharf was made. At high water, it was deep enough so that a common sized schooner could come along side and discharge its freight. Shortly after the completion of the wharf and ware-house, Captain Folsom rented it for the Government. I will mention here that Captain Stephen Smith on his return from Mexico, in the early part of 1846, brought with him a steam saw-mill, which he put on his land at Bodega. Captain Leidsoff was agent for all the lumber that was sawed at Smith's Mill, and John Young was Captain of Leidsoff vessel, which brought down the lumber. The first cargo was landed near the foot of Pacific street, and stored in the old Thompson Hide-House, which was built at high water mark; the land belonged to Captain Smith. All other lumber was landed at Leidsoff's wharf. When Stevenson's Regiment came they brought out a saw-mill to saw by horse power, it was put upon a place called "The Cordes Madera," belonging to Captain John Cooper, of Monterey, where now stands the State Penitentiary. The first auction held in this city, was the Mexican cargo before alluded too, and the second auction was held on Clay street by McDonald and Buchanan. It was a sale of books and took place in the year 1847. This firm held many small auction sales of dry goods and general merchandise. McDonald died at the hotel in 1848, and Buchanan afterwards left for Kentucky, his native home.

In the year 1847 the Bark Whiting arrived, which had on board as passengers the following persons: Charles Ross, and a young man, whose parents were very wealthy, and who had sent him out here to reform; but, I think it was a hard place in which to reform a young man. The captain left money with Robert A. Parker for his board, also a small sum to be given him as pocket money every week. Later on he left for Sutter's Fort, and I heard that he died at Cordeway's Ranch, now known as the city of Marysville. I have entirely forgotten the name of the young man; but, the captain told me that his father was one of the wealthiest merchants in the city of New York. On board the same ship, enroute for Oregon was a Methodist preacher by the name of Roberts, accompaneid by his wife and daughter. While the vessel lay in the harbor, he often came ashore. He informed me that if it was convenient, and would be agreeable to the citizens to have him do so, he would like to hold services on Sunday. I told him he could have the use of the dining-room, and that I knew he would have a good congregation. On Sunday morning, June 1847, I posted a notice that there would be preaching that day at the hotel. The room was filled, and the Reverend Mr. Roberts preached a good sermon, and it was the first Methodist sermon ever preached in the city of San Francisco. The congregation was not very fashionable; but deeply attentive, and well pleased with the sermon. I can say that many who were at that meeting had not been to any place of worship for ten or fifteen years previous to that occasion. One old sailor, who was greatly pleased with the sermon put a five dollar gold piece in his own hat and went around the room and collected over fifty dollars, which he gave to the minister; and with the tears in his eyes, he tapped the minister on the shoulder in a sailor like way, and exclaimed: "That was a d—m good sermon," he further showed his appreciation by inviting the minister and his family to take dinner with him the next day at the hotel. The dining-room was in the center of the house; on the other side was a billiard-room and saloon; on the other were two rooms, used for card-playing. I do not suppose another instance could be cited, where under the same roof there was preaching, drinking, card-playing and billiards all going on at the same time and hour. Those who did not wish to attend the religious services in the room had too much respect for the minister to make the least noise or disturbance. Let this much, at least be said to the credit of the early pioneers. On the next Sunday another application to preach was made by the Reverend T. M. Leavensworth, who came to California with Stevenson's Regiment. He was a minister, physician and druggist. He opened the first drug store in the city, in a small frame building on Washington street, between Montgomery and Kearny streets, on the fifty vara lot owned by William Davis.

CHAPTER IV.

I have heard and seen many times in print, reports of those who first discovered gold dust in California. In regard to the first person who discovered it, I do not wish to say, as several claimed the honor; but, I well remember who brought the first gold dust to the city. It was brought by a man belonging to Oregon, by the name of Bennett, in the month of October, 1847. Mr. Bennett arrived in the city of Yerba Buena, and came to Brown's Hotel, and inquired if he could be accommodated for a few days. He was a tall spare man, with light hair, inclined to be sandy. In conversation, he informed me that he was from Oregon, and that his business in the city was to try to find some person who had a cash capital of about one thousand dollars. I informed him that there were persons in the house who had that amount or more. He wished me to give him an introduction, as he could make a good thing for them and himself. The next day I introduced him to George McDougal. After the introduction I was going to leave the room, when McDougal called me back, and said if there was anything to be made I should have an interest with them. Bennett then took from his pocket an old fashioned English snuff-box, about the size of a ten cent blacking-box, and observed to McDougal, that if he was willing to spend his money for the purchase of red and blue blankets, that he could obtain for him any amount of that kind of metal, (showing him at the same time what the box contained) but McDougal thought it was a put up job to get money out of him, and he informed Bennett that it would pay him better to try some one else. The next one I thought of was Major Humphries. He had been a miner for many years before he came to California. He informed me that he had worked in the Galena Mines, and had been very lucky and was well off when he arrived in California. He and Bennett had several conversations together; but I never knew what was said, as Major Humphries was a man who kept his business to himself. Two days after the introduction of Humphries to Bennett, Humphries inquired if I knew what had become of a carpenter, who was known by the name of "The devil take the hindmost one." The man's real name was Spencer, he lived with another carpenter by the name of Foster, who was a brother-in-law to a man named Nie. Humphries got these two carpenters to make him a machine, at the time they did not know for what purpose it was intended; but made it after Humphries orders; and we did not see or hear from Humphries again for many months. He then informed us that he had made the machine to use at the mines as a gold-washer, and it answered the purpose better than he expected. It was understood that the gold-washer, made by Foster and Spencer was the first ever used in this country. It was finished by the middle of November, 1847. After stopping in Yerba Buena three or four days, Bennett left for Monterey, and I did not see anything more of him until the early part of the winter of 1848. He then gave me twenty-seven pounds of dust to keep for him, and he remained at the hotel until the spring of 1849. He informed me that after he left Yerba Buena in 1847, he went to Monterey to see Thomas O. Larkin; but he was fearful that he might meet with bad treatment, as he had in Yerba Buena, so he returned to the mines. The last time I saw Bennett was early in the Fall of 1849. He had returned to the city for the purpose of taking a passage to Oregon, and from what he then told me he must have taken with him about two hundred pounds in gold dust. Some time after his arrival at home, I received a letter, saying that all was well. He also informed me that he had made up his mind to build a large hotel, and whenever I felt tired of California to come up to Oregon and take charge of his hotel. The last account I heard from him was at the time the Indians became troublesome in that section of the country. He was appointed captain of a company, and in a battle with the Indians he was killed. Mr. Bennett was considered by his neighbors and all persons acquainted with him, as an upright, honest citizen, and was much respected. I have made mention before of Dr. Sample. There is one thing I forgot to mention in regard to him. Dr. Sample carried many valuable documents for the American Government from Monterey to Yerba Buena. On one of these trips his horse gave out, and the only one he could obtain was a small sized pony. The Doctor found out that the pony was not able to travel with any speed, and as he was much afraid it would give out and leave him to go on foot the rest of the way, he contrived a new way of using the spurs. The usual way of wearing them was on the heel of the foot; but, the Doctor fastened them on the calves of his legs, as that was the only way he could use them as he was over seven feet in height. It was late in the evening when the Doctor arrived in the city and came to the hotel, and when he called me out, I inquired how he got here. He then told me about the spurs, and said that whenever he came to heavy ground or up-hill, that he would walk without getting off his saddle, as the pony was so small he could easily walk between his legs. This incident happened during the Mexican war in 1846.

George McDougal and Benjamin Lippincott entered into partnership in the livery business, and found it to be very profitable. They shared the same room in the hotel. The room faced on the verandah, and contained a large sized window, which was easy of access from the outside. One day while the two gentlemen were at dinner, a writing-desk was taken from under the bed, containing about sixteen hundred dollars in Mexican gold coin. This robbery was not discovered until late in the evening, when McDougal went to get some money to pay out, and found the desk and money gone. Suspicion was very strong against certain parties. Every man in the city turned out to search for the money. They met a Spaniard coming from the Mission, who informed them that he had seen a man in the sand hills, (at the same time pointing to a small tree in the distance,) whom he said appeared to be very busy about something, and he afterwards saw him run towards the bay. On going where the Spaniard directed them, they worked hard digging around in the sand for about half an hour, when Purser Whatmore found the desk containing all the money. I do not think it best to mention here the name of the person or persons who stole the money; but will merely say that in 1848 a man died in the City Hotel, and on his death-bed he confessed to the robbery; telling at the same time who his accomplices were. As we are mentioning some of the things that happened during the early days of this city, I thought it would not be out of place to mention this as the first robbery committed that was made public.

On the first of October, in 1847, I called on Captain Leidsoff to pay him five hundred dollars for the first payment of my second year's rent for the hotel. This amount was for three months in advance; but he would not accept the payment unless I would agree to pay him three thousand dollars per year. When I took the house, the verbal agreement was for five years, at the rate of two thousand dollars per year. I thought the last requirement an imposition, and so, on the 28th day of October, 1847, I closed the house. At the time I bought my furniture I thought I was paying a high price for it, and Leidsoff made me an offer to take the furniture and the house at first cost; but, I found out that I could make fifty per cent on first cost by retailing them to different parties. There were then many families in the city, and it was very difficult to obtain good furniture. The only thing I sold to Leidsoff was a cooking range, for which he paid me two hundred and fifty dollars. I bought it in the first place of Stephen Harris, who arrived here in Stevenson's Regiment, for the sum of one hundred dollars. On the last of October I took up my board and lodgings with Alfred J. Ellis, who kept a hotel, near where now stands the Old Pioneer Hall. A few days after taking up my quarters in Mr. Ellis' house, an incident occurred, which I will relate here: One night we had a very heavy rain and wind-storm, and on the side of the house there was a well twenty-three feet deep. The storm was so heavy that it was next to impossible to hear anything. Between twelve and one o'clock that night Ellis came to my room and called me, saying that there was a man in the well. People would often come to the house late at night and inquire for me, and I thought at the time Ellis called me that it was only a ruse on the part of some person to get me up, so I took my time. Another man, by the name of Griffin was called at the same time, he was also boarding in the house. When I reached the bar-room, I found that they had got the man out of the well, and it proved to be George, a ship-carpenter, who belonged to Saucelito. Ellis gave him a couple of drinks, when George observed that the other fellow made a terrible grunting when he fell on him. There was not much notice taken of his remark, as he was a very hard drinker and was usually "two sheets in the wind" when he left town. Things went on as usual for about four days, when the water became too bad to be used for drinking purposes. It was even too bad for washing, so Ellis got some men to clean the well. When part of the water was out, a man's hair was seen floating on the water, and it was found that there was really a person there. When the man was taken from the water it proved to be a Russian sailor, belonging to a vessel which came here after wheat. There had been a large reward offered to anyone who would bring the above mentioned sailor on board the vessel, as it was supposed he had run away. When it became generally known that a dead body had been taken from the well, there was the greatest time I ever saw. Most of the citizens had been to Ellis' saloon and had drank the water. With some of them it went very hard; Captain John Patey laid in bed for two days, also Robert A. Parker, and many others were very sick.

I will mention one more incident that occurred about this time, which may be of some interest. A whale ship arrived in port having on board a sailor who had broken his leg, and as the captain did not know how to get along with him, he concluded to leave him in the city. The doctor wanted to amputate his leg; but the man objected to it, until he found it had to be done in order to save his life. The doctor's name was Fewraguard; he was a Frenchman, and was considered to be a very skillful surgeon. In the month of September, 1847, Captain Fulsom called on me to assist during the operation, previous to this I had thought I was equal to any task or emergency; especially, where nerve power was required, as I have seen men shot down, and even cut to pieces, and until this time I never realized that it was possible for me to be so tender-hearted. My part during the operation was to hold the man's arms over my shoulders, clasping his hand with both mine. When I felt the cold perspiration on his hand I fainted, and had to be taken out of the room. I never fainted before nor since. I do not think it was much over a minute from the time the operation commenced before the leg was cut off, so quickly was it done. The man remained in the city until he recovered. Captain Fulsom made up a purse for him, with which he purchased a wooden leg, and got him a passage to the Eastern States. This was probably the first surgical operation ever performed in the city of San Francisco.

A vessel arrived here in the summer of 1846, called the "Don Quixot." She was owned by the Sandwich Island Government, and carried two guns. Commodore John Patey was in command; Southard was chief officer; and James Gleason was captain's clerk. The balance of the crew were natives of the Island. The vessel was bark rigged. On the 28th day of November, 1847, I made a bargain with a Mr. Mitchner for the purchase of a place called Yeaty, near Honolulu. I was to pay off a mortgage on the property, and give him two fifty vara lots, and two hundred dollars in cash if the title suited. On my arrival at the Islands I found the place fully as good as I expected. I then called on Mr. Bastard, a lawyer who was from Truro, Cornwall in England. He advised me to have nothing to do with the place, as I could not legally hold it without marrying a native. I had taken what money I had to the Islands, fully expecting to remain there. Shortly after my arrival I met a gentleman by the name of Post, who had been to San Francisco in '47 and was a confidential clerk of General Williams, who was keeping a wholesale dry-goods store. I told him I had something over eight thousand dollars which I should like to invest in dry-goods. He informed me that they were over-stocked in clothing, and that if I wished to lay out my money in that way, I could get goods at very low prices. I purchased of them to the amount of over eight thousand dollars, and took passage in a Spanish bark, the owner of which was named Luca, and arrived in San Francisco on the second day of January, 1848. On my arrival Robert A. Parker looked at my invoices and made me an offer of one hundred per cent on first cost, he also agreed to pay all duties and freight charges. I took up with his offer. This transaction was the starting point of the building of the Parker House, where now stands the Old City Hall. After my return from the Islands, Captain Leidsoff sent for me and made me a very liberal proposition. He wanted me to take a lease of the City Hotel. When I asked Parker what he thought about taking the hotel, he said he did not wish me to have anything more to do with it, and if I was willing to put in what money I had, he would find the balance, and we would build a large hotel in partnership. Parker had a piece of land and the balance of a fifty vara lot, which we leased from Southard and James Gleason. A short time afterwards we purchased the whole of the land. We then got Stephen Harris, a carpenter, to make out a bill of lumber, and to take charge of the building. In those days it was not such an easy thing to get lumber, although, prior to the interest in the mines, it was cheaper than it is now. Lumber was got out by what they called pit sawing, and we had about ten pits at work getting lumber out for this house. We first commenced in Febuary, 1848. Most of the lumber was got out on the Widow Reed's place. She was a sister of Francisco Sanchez. Mrs. Reed's second husband was a man known throughout the country as "Three fingered Jack, the desperado." I might as well give right here a little of his history, as I have seen his name often in print; but have never seen anything particular concerning him. Three fingered Jack arrived in this country as a Mexican soldier. He was here when I first came to the country, and married to Widow Reed. The worst thing I knew him to do happened shortly after the hoisting of the Bear Flag; Jack and two Californians met a man in the woods who was an American, by the name of Haskell. He was murdered by the desperadoes, in the most horrible manner. No Indians could possibly contrive a more torturous death. The man murdered was without any weapons of defense, and was of a most quiet and harmless disposition. He was taken and tied to a tree, so that he could not move hand or foot, and pieces of flesh, which were cut from his body were found on the ground. Three fingered Jack murdered another man for money; but not in so barbarous a way. There were many other depredations committed by him; but none so cruel and heartless as those above mentioned. There were several citizens in the city who threatened to shoot him on sight, but he got knowledge of the fact, somehow. He then claimed the protection of the United States and it was granted him by Major Hardy, who always after sent an armed guard to accompany him whenever he wished to go anywhere. Three fingered Jask left here a short time prior to the starting of the gold mines. I heard of him afterwards as being one of a gang of desperadoes. I have always believed he was the real cause of the shooting of the twin brothers, sons of Francisco D. Haro, although the blame rested on General Fremont. At the time we undertook to build the Parker House it was no easy task as it would be now-a-days, as there were many obstacles to encounter. In the first place, everything had to be done by hand, and the greatest difficulty we found, was in keeping the pit sawyers at work, as most of them were runaway sailors, and as soon as they could obtain money they were bound to go on a spree. I will here make mention of one instance: There was a portion of the frame lumber which the carpenter wanted very much, and I had promised the men to bring them over on my next trip a barrel of whiskey. On my arrival I found all the men down to the landing waiting for me. They had a load of lumber for me on shore. I had acquainted Parker with what I had promised the men; but, he thought it best to wait another trip, in order that they might get out the balance of the framing lumber before I took any whiskey over, and to tell them, that I had quite forgotten it. I took with me all the other articles which they had ordered, and I told them that I had on board everything they had ordered except the whiskey, and that I would bring that, without fail on my next trip; but that did not suit at all. They said they had to get that barrel of whiskey, or else I could not have one stick of the lumber. I begged very hard for the lumber, promising them that I would surely return with the whiskey on the day following; but, all of my arguments were of no avail. I had to send two men back with the boat to San Francisco for the whiskey. As soon as I sent the boat away they all turned in and loaded the scow with lumber, and it was done in quick time. On the arrival of the boat with the whiskey they all had a good time for the balance of that week, and I could get no more lumber from them for over ten days. Another person got out lumber for us at the Court of Madera, by the name of James Murphy, a brother of Santa Clara Murphy. This man we could depend on, but it was a bad place to go to, as we could not put on board a full cargo, on account of there not being enough water to float the scow.

When runaway sailors once reached the shelter of the woods they were perfectly safe, as no person dared to go after them, for if they did, they never would return alive. The scow we used was built at Saucelito for the purpose of bringing down brick from the yard near the Old Mission. Robert A. Parker was the owner of the saw, and he also had an interest in the brick-yard. We had got the lumber for the frame of the building all out, also the flooring and weather-boarding when the gold fever started; and the only thing we could then do was to pile up the frame and let things come to a stand-still, as every man left for the mines. At this time carpenters wages was three dollars per day. About this time William A. Leidsoff was taken very sick, and in a few days he died, and the City Hotel was closed. I took the gold fever with the rest, got a tent made, and was fully determined to leave for the gold mines; but Parker thought I had better stop, and he would try and lease the City Hotel for one year. William D. M. Howard was administrator for the Leidsoff estate, and Parker leased the hotel for me, for one year, for two thousand dollars, to commence on the first day of January, 1848. Up to that time I had all I could do to get the lumber over for the Parker House. It took me several days to get the City Hotel in order; but we had to open by the Fourth of July, and that Fourth was a good one. Every person had plenty of money and the Fourth was kept up for two days. On the evening of both days, there was a ball and a grand supper. I have mentioned prior to this, the place where the Declaration of Independence was first read. There was one incident happened about this time, which I will mention, as it might have been of a serious nature, in which case the pleasure of our Fourth would have been spoiled: A ship laying in the harbor by the name of "Vandelia," fired a salute, and as they wanted to make as loud a report as possible they put in a double charge of powder. On firing the last salute the discharge from the gun, in which a large quantity of oakum had been placed for wadding, struck the shutter of the City Hotel and went clear through the frame work, which was an inch and a quarter thick; also making a dent in the adobe wall. Not two minutes prior to the firing of the salute fifty persons were standing right where it struck the shutter, and it was a miracle no one was hurt. When gold dust was first brought to Yerba Buena I had no idea of what its real value was, and most people had an idea that gold dust would depreciate in value, judging from the quantity which was brought to the city; consequently, I would pay out the gold dust as fast as possible, fearing I might lose by keeping it; selling it often at the rate of ten to twelve dollars per ounce. Cash seemed to be money, but gold dust was looked at more in the light of merchandise. I have often purchased it for six dollars per ounce. In the Fall of 1847 the miners began to come to Yerba Buena for the purpose of spending the winter, and they continued to come until the latter part of December. In those days there were no towns or houses at the mines, and the only place that afforded any shelter was at Sutter's Fort, which afforded room for only a small number, however. I think I can say with safety, that there were that winter between eighty and ninety boarding and lodging at the City Hotel. At the commencement of the winter the miners would pass the time away by playing billiards; but they soon tired of that, and wished me to take the billiard-table out and turn it into a gambling saloon. They said they would pay me two hundred dollars per day: or pay five dollars an hour after six o'clock up to twelve at night; later than that, they would pay ten dollars per hour. The size of this room was thirty feet by twenty-four. I got eight tables made for this room, and before the tables were finished they were all taken. One man was so afraid he would not be able to obtain one that he gave me one hundred dollars in advance to secure one. When it was in full blast, we found that there were not tables enough to accommodate all who wished to join in the games. I could have rented, in the same room a dozen tables; but the room was not large enough. I had three more tables made and placed them in an adjoining room. All three rooms were used for gambling purposes; such games as Monte, Faro, Rolette and others being played. Most of these tables were spoken for in advance; sometimes they were engaged by the week, and I could then have rented as many more if I had had room for them. There were two other rooms used for gambling purposes, in the back of the hotel. I remember one instance where a gambler gave five hundred dollars premium for a room with a lease on it for three months. I feel almost ashamed to put in print some of the things which happened in those early days, as they seem almost incredible, and still it is the truth.

At this time gold dust was only worth eight dollars per ounce, and the gamblers would not play for it. Those having no coin were obliged to come to the bar and sell the dust for eight dollars per ounce; and when I was short of cash I would only pay six dollars per ounce. All persons that were boarding in the hotel, also, those running bar bills, on making payments we would buy their gold dust at the rate of eight dollars per ounce. The first shipment which I made was with Captain Newell, of the schooner Honolulu, which was going to the Sandwich Islands for goods. I remember giving Newell twenty pounds of gold dust in bottles, with which to purchase goods for me, and he was to sell the balance of the dust and bring back what cash remained after purchasing the goods. The next was Captain John Young, who, later on had charge of the Alameda Quicksilver Mines. He had a charter for Mazatlan. He had only half a cargo. I gave him a gallon pickle bottle full of gold dust; just how much it weighed I could not tell. On his return I received a large amount of coin, more than the first cost of the gold dust; also, all the goods I had sent for. Commodore John Patey would take gold dust for me on every trip, and would return to me such goods as I would order from him, and the balance in money. These Captains would charge me ten per cent on all money they brought back, and also ten per cent and freight for all the goods they purchased for me.

In order to show you how easy it was in those early days to make money, I will relate here a circumstance in connection with one of my largest trades: In the latter part of the summer of 1848, a bark arrived in port, of which George Gould was the Captain, Super-Cargo and Owner. At the time of his arrival, I went on board his vessel to see if I could purchase any bottled ale. All the liquor he had on board, of service to me, was two hundred boxes of Holland gin and sixty baskets of champagne. The Captain informed me if I would purchase his whole cargo, that he would leave within ten days for Honolulu, as he knew he could there obtain all the ale I required. I then told him if the price suited I would purchase it, and to bring me a list of the things he had on board when he came on shore, and to name the lowest prices he would take; I would then look it over and give him an answer at five o'clock the next morning. On coming ashore I spoke to Parker about it, and he thought a cargo of ale would be too much for this market, and that if I made a trade with Captain Gould he would give Gould a half cargo, and the balance he could fill up for me. The next morning, at five o'clock I went on board of Gould's vessel and informed him that I would take the whole cargo at his figures, if he would agree to fulfill his contract, to deliver me on shore English ale at six dollars per dozen. This he agreed to do. When I arrived on shore the first man I met was George McDougal, who inquired where I had been so early in the morning. I told him I had been on board George Gould's vessel, and had bought out his cargo. He made me an offer of ten thousand dollars for my morning's work. I refused the offer and he then wanted to know what I would take. I told him I would take the ten thousand, also, the the boxes of gin and champagne, and would pay my own duties on them, and he could take the remainder of the cargo. He looked over the list of goods and then went on board and said it was a bargain. At this time McDougal had a store ship on the Sacramento river, and was doing a very extensive business. The cargo consisted of barrel liquors, mens' clothing, heavy boots and shoes, and many other things used by miners. In the summer of '48 we found out that Colonel Stevenson's company was going to be disbanded, and Parker thought it would be a good idea to employ all the carpenters we could obtain, and pay them twelve dollars per day. The head carpenter, Stephen Harris had gone to the mines, and we wrote him of our intention and wished him to return and again take charge of the building of the Parker House, and we would pay him twenty dollars per day for his services. We obtained some fifteen carpenters and eight laborers at the rate of eight dollars per day, with the understanding that they would remain with us for one month. In that way we could get the building under pretty good headway. The payments were to be made in coin or gold dust, at the rate of ten dollars per ounce; the balance was to be paid at the same rate. The building went along finely as we had no less than sixteen carpenters at work. We employed all the men we could obtain. Several of the carpenters whom we employed are now living, I know of two residing in this city. The next thing we had to contend with, was to provide a sufficient number of bricklayers and plasterers, and the only ones we could obtain were Mr. Trickle and his son Fred. The father we paid twenty dollars per day, and the son sixteen dollars. Before the house was completed there was such a demand for carpenters that we had to raise the wages of the men. Stephen Harris had twenty-five dollars per day, and the balance of the men fifteen dollars per day. It would be impossible to estimate the cost of the Parker House. I had to raise about three thousand dollars every week, for labor alone. This amount was all paid from the profits of the Old City Hotel.

I am almost afraid you will hardly believe that in those days money could be made so easily, and in so short a time. In the bar-room alone, they were taking from two thousand five hundred to over three thousand dollars every day. There were also ten gambling tables, which would each pay from seventy to one hundred dollars per day. At the commencement of my taking gold dust, I thought it would be to my advantage to send it away; I did not expect it was going to bring me over twelve dollars per ounce; but, to my great surprise, I did not ship any that brought less than sixteen dollars per ounce; and often more than that amount. You can see by this, that the first cost of goods was really nothing, as my cash returns were over and above first cost. A basket of champagne wine was sold in the bar for one hundred and twenty dollars. The only thing which would buy these wines was gold coin. In that way I could purchase it for from twenty-four to thirty dollars per basket. Most merchants, in purchasing a cargo of goods, found it a very difficult task to raise the cash for the paymen of duties, and I was offered a good chance to purchase such goods as I wanted, at my own figures, if I would pay for them in coin, by a gentleman, who was one of the wealthiest merchants in this city. He could not raise the cash to pay the duties on goods, which he had purchased. He sold me dust at ten dollars per ounce, and for the balance he deposited gold dust, at ten dollars per ounce; and when the time came for him to redeem the dust, he could not do so; consequently, it was sold at public auction for ten dollars and twenty-five cents per ounce. Mr. Shalabie, from the Sandwich Islands, was the purchaser. This same merchant must have had, at the same time in his possession, not less than five hundred pounds of gold dust.

I had a great advantage over most persons in obtaining coin. During the latter part of the summer, a great many persons came to the city, all of whom had coin, and we accommodated as many as we possibly could at the hotel. The only money they had was coin, and I think I may say, that one-half of the cash which was brought here by the passengers was spent in the hotel. I was well acquainted with the captains with whom I had dealings, and had full confidence in their honesty; and felt quite sure that I ran no risk in trusting them with the gold dust; the percentage, aside from the freight, was ten per cent on the cash returns, and ten per cent on the goods purchased.

CHAPTER V.

We must not neglect to mention the first fire that took place during the early days of this city. A house, by the name of "The Shades," used as a boarding and lodging saloon, caught fire one morning about two o'clock. An alarm was given, and it being the first fire that had happened in the city, it seemed as though every person was on hand, rendering all the assistance possible. A new building, some four feet distance from "The Shades," caught fire several times; but, through the perseverance of Robert A. Parker, Dave Whaling and Tom Smith, (the owner of the property), the new building was saved; but "The Shades" was entirely destroyed. The men who were so persevering in saving the new building had their hair singed and the coats on their backs were burned. The men went so far as to cover themselves with wet blankets, cutting holes in the blankets to enable them to see, while they threw water on the burning building. When the building was out of danger three loud and hearty cheers were given for "the brave firemen." It was only a few days after the fire, when the rebuilding of "The Shades" was commenced and when completed, it was a much finer building than the one previous to the fire. In the winter of '48, most of the persons who had gone to the mines, returned to the city, and by the latter part of November there were over one hundred and sixty persons in the hotel. Bennett's house was also crowded; so much so, that the bowling alley's were used as sleeping apartments. We had to put two beds or more in a room; and, as we rented the rooms for twenty dollars per week, it made no differance to us, how many slept in them. Those who gambled, would use the beds during the day, and others would occupy them at night, so they were well taken up, night and day. I will here mention a few persons, whom you may well say, threw their money away. One man who went by the name of Dancing Billy, would station himself on the front verandah, and dance by the hour, and would only stop long enough, to treat all, who would spend their time looking at him. I know of one instance, where he gave a man fifty dollars, to play for him one hour. Another one who was known by the name of Flaxhead. This man brought down from the mines, that winter, over twenty pounds of gold dust. He was a hard drinker; but never was known to gamble, so he found it very difficult to get rid of his dust. After the winter was over, in the month of February, 1849, he made up his mind to return to the mines. He wanted to know the amount of his bill at the Hotel. He also wished me to charge him with one box of claret wine, one box of whiskey, and to cook him provisions enough to take him to the mines; also, to pay his passage to Sacramento. After taking everything out that he was in debt for there was over six pounds of dust left. I was ordered to put that away until next morning, or he would get rid of it before he left here. He had an idea that if he left the city, with any money, he would get bad luck. The next morning he purchased a pair of boots. He gave me one to put under the counter. He then asked me for his bag of dust. He emptied the dust in the boot. He put a stick through the ears of the boot, and throwing it over his shoulder, went from the City Hotel to the Parker House (the Parker House bar was then open). He would treat all who would drink with him, and would give in pay gold dust, all your conscience would take. I had a good many talks with him in regard to his throwing away his money in such a manner; but his reply would be, that there was plenty more at the mines. In the year of 1851 I went to Monterey, on business for Middleton and Joyce, to get a deed fixed up on the Union Hotel. While E. V. Joyce and myself were walking up the street, a man called after me, and on coming up, we shook hands, and he called me by name. I told him he had the advantage of me in name. He said he was the man I used to call a fool, for putting the gold dust in the boot. He then took me to the hotel and called for the best in the house, cost what it would. He informed me that he was married, and had two children. He also said he had bought a nice home, and had thirty pounds of gold dust buried in his orchard. I will mention another circumstance which took place in the winter of 1848. Major James Savage and John Murphy were stopping at the hotel, and on one rainy day, got to talking about the things that had happened at the gold mines. John Murphy was doing an extensive business with the Indians and often would take in per day from twenty to twenty-five pounds of gold dust. Major Savage found out the extensive trade, that was carried on, and tried to take from Murphy part of the trade; but found out he could do nothing with the Indians, and almost gave up every hope, and made up his mind to leave the camp and try his luck in some other place. John Murphy had a tin cup which he held in his left hand, while he would hold on his right hand a pair of blankets. The Indians would put gold dust in the cup until Murphy would say enough. He would move his hands up and down, like a balance beam on a pair of scales. A thought struck Major Savage that he could sell the blankets for half the amount of gold dust that Murphy got, and then it would pay him a very large profit. He got a tin cup made, with a small strap, so he could fasten the cup on his foot. When the laid on his back, the cup would be in such a position that his Indian customers could put in it their gold dust. His idea was only to take one-half the amount in gold dust that Murphy took. When the first Indian came to his tent, the major thought it a good time to try his new experiment, so he lay on his back with the cup strapped to his foot, and he lifted his legs with such rapidity as to make the Indian believe that it would not take as much weight to balance the feet as it would his hands. He then put a pair of blankets on one foot lifting the other one high so the Indian could put in his gold dust, and when he thought he had about half the amount which Murphy generally took, he would tell the Indian to stop. The Indian thought it only took half as much to balance the legs as it did the arms, and in a very few days the Major got most of the Indian trade, and Murphy left that part of the country for better pasture. I will make mention of one more circumstance which happened in 1848. A person arrived here from the Sandwich Islands, bythe name of Montgomery, who carried on the business of auctioneering, and he found it very profitable, as some goods that were brought here would not sell for any price, and he would often purchase them by private sale, and would lay them over until they were in demand. He would go for a month or more without liquor, but whenever he got started he knew no bounds, and would keep on a spree for one or two weeks. One time he rode up to the bar-room window (which was very large), and said he was going to ride through. I informed him that if he did so it would be a very dear ride. He then asked how much it would cost him. I made the figures rather high, thinking it would keep him from coming through. The price was $500. The words were hardly out of my mouth, when he threw a bag of dust through the window to me, and said, "Weigh out your $500, and take enough out for a basket of wine," and before I could pick up the bag he and his horse was through the window into the bar-room. It would be impossible to relate all things that happened in '48 and '49, as persons were very extravagant in their conversation regarding gold dust, and would often lead new-comers to believe that gold dust could be picked up anywhere, even in the public streets. I know of one instance where a party, after night, placed on the ground, in a spot where he would know well where to find it, some two or three ounces of gold dust. It happened to be in front of the Parker House, and he took several strangers to show them that gold could be found in the streets. Some forty or fifty persons followed him to the spot, when he took a pan of dust from the street, and on washing it out he got nearly two ounces of gold dust; this created quite an excitement among all new-comers, who went and purchased tin pans, with which to commence gold washing. One of the party was lucky; he got about twenty cents in his first pan. There were some forty or fifty who worked hard all day; but could not obtain the color of gold. It was afterwards discovered that the parties who had the tin pans for sale, and the parties who washed out the gold dust were in partnership, and they made money by selling all the tin pans they had, for two dollars each. The same can be purchased now for ten cents each. This, they called a Yankee trick.

It sounds almost incredible now, the many stories that are told of the manner in which persons would waste the gold dust in those early times; but it was the truth, nevertheless. In front of Mr. Howard's store, on Montgomery street, from the sweepings of the floor a man got over fifty dollars in one day. Another instance occurred in the City Hotel bar-room. The man who did the sweeping would save the sweepings in a barrel, until full; and on washing it out he obtained over two hundred dollars in gold dust.

In 1849, General Lane arrived on his way to Oregon, where he was appointed Governor. On his arrival, John Owens and Salem Woodsworth, who were well acquainted with him, invited him to dinner and told him to make himself at home at the hotel during his stay in the city. At this time, a club had been formed, and no persons could be elected without the consent of a majority of the members. The names of the members were as follows: William D. M. Howard, Captain Joseph Folsom, Edward Harrison, Robert A. Parker, James Layton, Salem Woodsworth, John Owens, George McDougal, Benjamin Lippincott, Mr. Stone, Sam. Haight. Dick Ciscel and William McDonald. Each day at the table there were from ten to a dozen invited guests. At this time labor was so high and provisions so difficult to obtain, that it was impossible to board them at any price. Each week there was a new president elected from the club, who found it rather an expensive business; as on taking the chair, he would always stand for the dinner and wine of that day. There was a song composed by Salem Woodsworth and James Leighton, which was always sung before meals. It commenced as follows: "There is Whiskey in the Jar, so I O Tally O, there is Whiskey in the Jar." When the Governor left, he wished the members of the club "all well," and thanked them very sincerely for the hospitality shown him during his stay among them; and said, "If he was as well received on his arrival in Oregon, he would be highly gratified." John Owens and General Lane were old friends in the Mexican war, and it was highly entertaining to hear them relate their experience.

As we have been writing of the living, I think I will now devote a short space to those who have departed and gone to their long home: In the latter part of the year 1847, Mr. Douglas Factor, in the Hudson Bay Company and Mr. David McLaughlin arrived in a brig from Oregon, for the purpose of settling up all their business in California. They had a house and four fifty vara lots, located on what are now called Montgomery, Sacramento and Clay streets. The house was occupied at that time by Mrs. Ray, (a sister of David McLaughlin), and Mr. Alexander Fobes. This property was sold to Frank Mellis and Mr. William M. D. Howard. After the settlement of their business, they removed the remains of Mr. Ray, who had been buried on their property; and in company with Mrs. Ray and family went to Oregon. The first Protestant who died in this city, that I remember, was a young man, by the name of Richardson, who was clerking for Mr. Howard. He was a native of Boston. At the time of his death there was no public burying ground; consequently, Robert A. Parker allowed him to be buried on a fifty vara lot, which he owned at North Beach. This lot was afterwards used as a public cemetery. The next person that died, was a man by the name of Adams, who boarded at the hotel. He came to this city from Valparaiso. He had arrived from the mines in the summer of 1848. He was one of the first who had gone to the mines, and he had been very lucky in regard to money; but he lost his health. At the time of his death, he had over ninety ounces of gold dust; and as Leavensworth was then Alcalde, I gave him the bag of dust, and he paid the bills of the physician and hotel keeper, and had him decently buried. The next person that died, was a man by the name of McDonald, whose funeral and other expenses were paid by George McDougal. George had a fifty vara lot given him for this purpose. The next one, was an Englishman, from Truro, Cornwall, by the name of Bastard. He was a lawyer by profession. His effects were taken charge of by Captain Thomas, a native of the same place, and Mr. Falconor, who was then head clerk for Starkey and Janine. In the latter part of 1849, there was another death. The man was a stranger, who had neither money nor property, and when I informed Leavensworth of his death, he asked me many questions in regard to the man's means; then informed me that there was no money in the treasury for the purpose of burying the poor, and that I would have to pay the funeral expenses myself. I told him he undertook to bury the rich, and I should insist on his burying the poor, as well. I called two of the stewards to bring down the dead man, and put him in Leavensworth's office. When he found out that I was determined, he agreed with me, to give the man a decent burial. The man's name was Willey, he was a carpenter by trade. He came here from the Sandwich Islands, and was not able to work. In the early part of '49 I found it very difficult to get stewards or cooks, for, as fast as they could obtain money enough, they would be off for the mines. It was so difficult to keep help, that I wanted to give up the boarding department entirely. An Englishman arrived from the Sandwich Islands, who had with him twelve Chinamen, whom he could engage to work in the hotel. He made a proposition for himself and Chinamen, at the rate of twelve hundred dollars per month, for as he could speak their language, he would be able to obtain them for that amount;

but, even with them, I could only make a bargain a month at a time. I think this must have been the first importation of Chinese to California. At that time I felt very much pleased that I was able to obtain Chinamen. They remained with me about three months, and they did very well and gave general satisfaction.

There are many persons who claim to have started the first brewery in this city; but Francis G. Owen is the only one who can claim that honor. He built, what would be called now a small brewery, on the corner of Pacific and Dupont streets. Mr. Owens arrived in this country in 1845. He came to Yerba Buena, and purchased a fifty vara lot, and then returned to Sutter's Fort and remained their until the early part of 1846. He came from the same town as Captain Sutter, and brought him news of his wife and family. Captain Sutter sent for his family, and they arrived in this country in the year 1850. Owens left this country for his native place, in 1852, and I have been informed, that soon after his arrival at home he died. He built, while here, an adobe house, on a fifty vara lot, that was then called "The Points." This property was sold in '47, to Alfred J. Ellis. This was the property where the Russian sailor lost his life in the well.

The first pioneer hall in the city, was on the lot, corner of Washington and Kearny streets. It was on the second floor of the Belle Union Theatre building. The pioneers rented it from Richard Ross. The first miners bank that was started in this city, was in the early part of 1849, over a house known as "The Verandah." The proprietor of the house was Joseph Clemens, who is now a Searcher of Records in this city. At "The Verandah" there was a man employed at fifty dollars per night, who played at one time five different musical instruments. He was a complete band by himself. In '49, Dave Broderick and Fred. Kohler arrived. They carried on an assayers office, which was the first one started here. The office and works were on Clay street, opposite Portsmouth Square, in one of the wings of the City Hotel building; they also coined fifty dollar slugs and ten and five dollar pieces for the Miners' Bank, which was run by John Thompson, (who found most of the capital) Sam. Haight and Stephen Wright. They lent the money on the best of security, at the rate of ten per cent per month, and many times over that. This extravagant charge for interest usually broke all who had connection with the bank. I have known many a gambler to pay for the loan of money, as high as ten per cent interest per hour. I have loaned it myself to many at that rate. When they borrowed the money, they would have to pay the interest until the capital, with interest was left in the bar-room, and then the interest would stop. I have often read in the newspapers, about the hounds in San Francisco, but the true history, I have never seen in print. At first, the merchants of San Francisco tried every way to protect the captains and to keep the sailors from leaving the ships. The merchants raised a company of ten persons, and signed a paper, in which they promised to pay them twenty-five dollars for every runaway sailor they brought back. These men were called the Regulators. This paper was signed by Edward Harrison, W. D. M. Howard, James Layton, Captain Folsom Robert A. Parker, and many others. The only purpose for which this company was formed, was for the protection of captains of vessels, as the sailors would run away every chance they got, and the Regulators were found to be of great service, both by the shipping and city. They were not called regulators very long, however, as they took a new name, and were known as "The Hounds." Some very desperate characters joined the company, most of whom have been hung in this country for murder and other depredations, which they had committed. I will mention some of the leading characters: Captain Roberts, Jacob Powers, Tom Edwards, (who to my certain knowledge, has murdered three men in this city), a man named Curley and four others from Sydney, named Red Davis, Curley Billy, Sam Terry and Barney Ray. Soon after these men joined the company, I would see them pass the hotel very often with a quantity of clothing. In conversation with one of them, he said they had taken the clothing as confiscated goods, as the Mexicans would not pay them their share for keeping the town in good order. There were many Mexicans and other foreigners who lived in tents on Sacramento street, between Kearny and Montgomery. They complained very much of the brutal usage they received from these hounds. They would first demand money, and if they had none, they would take whatever goods they could lay their hands on. They made many complaints to the Hon. T. M. Leavensworth, who was then Alcalde of the city. He did all he could by talking to them, to stop such proceedings, and would have punished them, if he could have had the support of the city; but he found they were too many and too strong to undertake it alone.

In the year of 1849, there was a party undertook to take charge of the city, and demanded from T. M. Leavensworth, then Alcalde, all books and documents that belonged to the city; but Leavensworth refused to deliver them up, until there was another person elected by order of the Governor to supply his place; but Lieutenant Norton was at the head of the party, and with several men from his company, went to the Alcalde's office and took possession of all the effects contained in the office, and removed books and documents to the school-house at Portsmouth Square; and for a short time Lieutenant Norton and Peer Lee did all the business of the office. But it was only for a few days; as the citizens demanded them to return all books and documents to Leavensworth, at the Alcalde's office. There was one book containing a record of deeds missing, which has never been heard from, to my knowledge, at least. One evening the party with fife and drum went to Leavensworth's office with a rope, with the full intention of hanging him, if they could get hold of him. I found out by one of the party what they intended to do; and when I ascertained that their intentions were of so serious a nature, I went out of the back door of the hotel, locked the front door, and got Leavensworth in the hotel. I then went around and asked them what was the matter. They were just in the act of bursting the door of the office open. I told them if they would come into the hotel, I would treat them all. This stopped any further disturbance; but I made Leavensworth foot the bills for all expenses.

At this time there were very few persons living in the city, and the Mexicans who were here, was so scared, that they were afraid to protect themselves. Some few days after this, the Hounds made a demand for money from the Mexicans, again; and when they would not pay them anything, they commenced shooting, and two Mexicans were badly wounded. John McDougal, who saw the transaction, called on some person, who was standing by for assistance, and he made two prisoners. The Hounds found out that McDougal meant business, so they made themselves scarce, and on the next day, a vigilance committee was formed, for the protection of the city, and all who could be found belonging to the Hounds were arrested and brought to trial before Senators' Gwin, Geary and T. M. Leavensworth. Those who were not caught left the city. Mr. McDougal was afterwards Governor of the State of California.

The Parker House was progressing rapidly, as we employed all the carpenters we could possibly get, and we had every hope of getting the offices in the front part ready for occupancy, as they were all spoken for. The doors and windows were all made and fitted, and the painter was ready to put in the window glass, when to our great surprise we found out that all the glass was too small and we could not obtain any glass in the city large enough. We were puzzled to know what to do. We first thought of making the sash over to fit the glass; but that would be a great expense; so we came to the conclusion that we would send by Captain Newell to the Islands for glass. He made a fast trip and returned to San Francisco again in thirty-six days. The first room finished, was an office for H. M. Naglee and Richard Sinton. These gentlemen carried on an exchange business and land office.

The next office was for Robert A. Parker, and the other one was for Dr. Perry, who arrived here in Stevenson's Regiment, as head surgeon of the regiment. The three parties mentioned, were in the front of the house, on the first floor. On the second floor, was John Owens; in the next office, was the firm of McAllister, Turk and Libbett, who carried on the law business; next came Judge Sutterly; then Dr. Geary, who came here from Chili; in the next room was the Doctor of the port, whose name was Rogers. He came here from the city of New York. There were several rooms on the second floor, which were occupied by transient travellers, as sleeping rooms. The third floor was used for sleeping rooms; the billiard and liquor room was on the first floor. The main difficulty we met with, was the lack of lumber, and there was no way of getting it at any price. The "Mallakadale" was expected from Santa Cruz with a cargo of lumber, for Messrs. Wright and Owen. Cross and Hobsen had bargained with them for a certain amount, as they were fixing the Old Mill House, on Clay street, for a store. When the vessel arrived, she had not half a cargo; but brought all she could possibly obtain, and I found out that my chance to get lumber were rather slim. I therefore got Parker to see Mr. Wright; and he promised that if there was any to spare, we should have it, at the rate of a dollar per foot. I learned from a carpenter, working for Mr. Cross, that there was not enough inch boards for their own use. John Owens and myself were great friends, and as he had no interest in the lumber, he thought the only way in which I could obtain it, would be to send a team down to the vessel for two thousand feet, and to cut the lumber up as fast as it arrived, and put it in the building as soon as possible, as it would then be of no value to them. I was acquainted with the captain of the vessel, and he informed me that if I sent a written order that he would deliver the lumber, as he had had no orders to the contrary. The name of the teamster who took the order was John Bibelow. I sent for two thousand feet of inch boards. When the captain of the vessel handed Mr. Wright the order, he got so out of temper with John Owens and myself, that I did not know but a war would ensue. The next morning, bright and early, he sent his bill in for two thousand feet of lumber, stolen, at one dollar per foot. The bill called for two thousand dollars, which was to be paid in gold dust. I was very willing to pay the amount required, and would have been glad to have more at the same very low figures. A short time after this, two cargoes, arrived in this city from Oregon, consisting of assorted lumber. One cargo was for Mr. William D. M. Howard; the other was sold out in small quantites to any person who wanted it. None was sold for less than fifty cents per foot. The next difficulty that assailed us in regard to the Parker House, arose through the sickness of Stephen Harris; and it was a difficult job to find any person to take charge of the building; but, as luck would have it, their arrived from Valparaiso a master carpenter, who undertook the building of Howard's warehouse; and the finishing of the Parker House. He received for his services per day, twenty dollars from Mr. Howard, and twenty dollars from Robert A. Parker. In those days it was well worth the money, as he put things through pretty lively. He would go from one building to another several times a day, and he soon got the Parker House finished. Carpenter work in those days was very different from what it is now, as everything had to be done by hand. At the opening of the Parker House I made up my mind to have nothing to do with the boarding; so we rented that department to a man by the name of Crane. He paid his rent by boarding the barkeepers in the Parker House. He soon sold out to a person, by the name of Isaac M. Hall. I found it very difficult to keep up the boarding department in the City Hotel, and would have failed entirely had it not been for the fact that I was personally acquainted with the captains of vessels, and consequently had an opportunity of procuring from them a portion of what they had for the use of their ships. Although they were charging me enormous prices, I still considered that they were doing me a great favor by letting me have such provisions, as I really needed them and could not well do without.

By every vessel that left for Oregon I would send for such articles as butter, onions, pickled tripe, hams, bacon, eggs or anything I could obtain in the way of provisions in the Oregon market. Fresh meats, such as beef and mutton were very reasonable, much cheaper than they are now; pork was very dear. I will name the highest prices I had to pay at that time when purchasing provisions in the city: onions were one dollar per pound; potatoes, seventy five cents per pound; fresh butter, one dollar and fifty cents per pound; eggs, I once paid nine dollars a dozen for, but the common price was six dollars per dozen; for a small roasting pig, I twice paid fifteen dollars; the common price was ten dollars. An old gentleman by the name of Herman, supplied the hotel with vegetables, such as lettuce, cabbage, turnips, radishes, carrots and other small articles for the use of the table. These he brought daily; I had to pay him from fifteen to twenty dollars per day. Such articles as tea, coffee, sugar, spices, etc., were very reasonable, and there were plenty in the market. Another item of considerable expense to me, was the hiring of two hunters and a whale boat to go off up the creeks after game; they would make two trips per week, and were usually very successful. If I had been compelled to purchase in this city every thing I needed in the way of provisions for the table, I would have lost every day, at least, one hundred dollars. Had it not been for the large amount of wine that was generally consumed at the dinner-table, I could never have stood the loses made in the boarding department. Many times it has taken over a thousand dollars worth of wine for one dinner-table; but when I obtained my provisions from Oregon it would be less by one-half than the California prices.

At the opening of the Parker House, there was a grand ball given, followed by a bountiful supper, which was free to all. In expectation of this event, I had been saving a great many delicacies, which could not be obtained except from foreign ports. The invitations were general in those days, there was no distinction as regards persons, Jack was considered as good as his master. After this event the Parker House was in full blast. There were two billiard-rooms, with two tables in each room. There were two bar-rooms. One billiard-room was in the second story, one on the first floor, and one in the cellar. There was a large amount of liquors, wines, and other things on hand, sufficient nowadays to fit out a wholesale establishment. The lower floor, called the billiard-room, was short-lived, as Mr. Parker had an offer of ten thousand dollars per month for the gambling privileges alone. In this room there were seven gambling tables; three for faro, two for monte, and one for rolette; the other was used for general purposes, and these tables made a good business for the bar. The dealer of the table would always treat all at his table, usually, every hour, and if he had a good game, oftener. There was another gambling room back of the bar, which paid three thousand five hundred dollars per month. On the second floor, there were three rooms, which rented for three thousand five hundred dollars per month. There were two other rooms hired for gambling purposes. These were private, and were only engaged for the game of poker. In these rooms the biggest bet I know of, was a one thousand dollar blind. The extravagant rents paid for the the use of these rooms, will show how I was enabled to pay one dollar per foot for lumber. These monte banks generally had in coin on their tables from ten to twenty-five thousand dollars. These large amounts, were for the purpose of keeping any person from tapping their banks. The dealers would usually have no percentage on anything of that kind. I know of one person, who said they had in their bank over forty thousand dollars in gold and silver coin. In the Fall of 1849, Robert A. Parker, through his generosity in helping others, got into trouble about money matters. If he could then have obtained money at a fair rate of interest, he might have saved himself, but one misfortune followed another, until he failed entirely in business.

CHAPTER VI.

In the year of 1849, a man arrived here, by the name of Samuel Dennison, who rented from Parker a piece of land, on which he built a gambling saloon, and gave it the name of the "Dennison House." In the latter part of '49 he sold out to Thomas Bartell, a Southerner. On the same land now stands the Union Hotel. As we have been mentioning some of the first things which happened in San Francisco, under the American Flag, I will now give an account of the first vessel burned in this harbor: One Sunday morning, an English vessel, which had arrived two days previous, loaded with coal, took fire, and the entire ship with its cargo was destroyed. At one time there was a large number of vessels in the harbor. But the gold fever raged to such an extent that it was next to impossible to keep sailors aboard the vessels, as they would almost universally run away to the mines. I remember one instance well. The captain of a Boston ship arrived here in the early part of '49. He had intended to go from here to China, but he found out that the wages of sailors would amount to more than the whole freight of the cargo would come too. The sailors in the coasting trade would receive from two hundred to two hundred and fifty dollars per month, and were very hard to get even at those figures. The above named captain obtained instructions from Boston to bring the vessel home at any cost, and when he left this port, he observed, that there was not a man on board, who did not receive double the amount in wages that he did; I think the captain's name was Avery. A gentleman arrived in the above named vessel from Boston, by the name of Stone, who brought to this country a large amount of goods and liquors. He came here principally for his health; he left here for Sacramento, but I never could find out what became of him. Before the captain left port, Mr. Parker went to the mines on business; also with the intention of finding Stone, if he could, so that he might return to Boston. After making all manner of inquiries, and learning nothing satisfactory concerning him, it was supposed he must have met with the same fate as many others, and was either murdered or made away with for his money. In the summer of '49, there was another vessel sent from here to the States, by T. M. Leavensworth. It was a very difficult task to obtain a crew. The captain's name was Jeremiah P. Wilbur. A part of the crew consisted of men who had committed various depredations, and were known as bad characters. Leavensworth gave them the choice of going to prison or shipping on board the vessel. One of the sailors was known by the name of Scotty. He was said to be a most desperate character. The chances were that the vessel would never arrive at its distination; but contrary to the expectations of all, she made a good voyage, and reached the port in safety. Captain Wilbur returned again to California in 1852. A vessel arrived in port with a large number of emigrants in '49. All hands left the ship but the captain. Articles such as tinware, and other utensils were very scarce at that time; and every evening when the captain would come ashore, he would bring in a bag such things as he had to sell, and as he and I were "good on the trade," he never would take them anywhere else. The last night he left his vessel to come ashore, he brought the only article left, namely: a second-handed broom. He wanted a dollar for it; but, for "friendship's sake" he gave it to me for fifty cents. The above named captain is now living in the city. For many years he followed the business of stevedore, and knowing how to take care of his money, he accumulated quite a fortune. He now goes by the name of Commodore.

I have often heard it remarked "If I had come to California in early days, I would have been worth millions." The persons who were here in early days, and those who came when gold was first discovered, were a different class of people altogether from those of the present day. Money was of little if any value to them, and they were always ready with open heart and hand to help their fellow men, especially a friend, in a most liberal manner. I will here mention a few things that happened to my certain knowledge: In the first place, as far as I was concerned myself, I never allowed any person to want for a meal, and many a time I have fed them for weeks together without pay, or even expecting to be paid. I will name one instance: A young man came here from New York, who informed me that he would give me anything he had, if I would keep him at the hotel for a few days, and give him something to do that would enable him to go to the mines and try his luck. I could see by his behavior that he was well brought up. I did not like to offer him money for fear it might be a temptation to lead him astray, so I offered him something to do that enabled him to make enough in a few days to take him out of the city. When I went to pay him for what work he had done, I informed Parker and John Owens of my intention, and they each gave me ten dollars to swell the amount. I heard of his death sometime afterwards at Stockton, and have received two letters from his mother, thanking me for my kindness; also making some inquiries as to what had become of his effects. There were three persons residing in the city, doing a good business, whose names were as follows: John Owen, Richard Ross and Captain Robert Harly. These persons were well known by all who came here from Texas, most of whom were usually "dead broke." As soon as they could find either of the above mentioned parties, they would receive what assistance they needed. John Owens informed me that inside of ten months he had given away over six thousand dollars. I know Dick Ross must have given away that amount, if not more. Another man I knew, from Indiana, gave away thousands for charitable purposes, out of pure generosity of heart. I know of one person, belonging to Indiana, who went to the mines, where he was not at all successful. He returned to the city and applied to George McDougal for assistance. The man was pretty well along in years; Mr. McDougal gave him a slug, and told him to call again in about three days. When he came back, McDougal had bought him a cabin passage on the steamer, and also gave him five hundred dollars, so that he might go home to his family. Another of McDougal's good deeds occurred as late as the year '51: He wanted me to take a ride with him out to the race course. On passing through Kearny street, on our way to the stables, to obtain a horse and buggy, McDougal suddenly came to a full stop, and looking very attentively at a man who was laboring, repairing the street; he said to me: "I know that man's face well; I must find out, who he is," and going up to the man, he accosted him and asked him if his name was not ——, from Indiana. He said it was; McDougal told him to throw down the shovel, and come with him to the hotel. He hired a room for the man, and engaged his board. He then got him a suit of clothes at Cronin and Markley's, and gave him means to go to the mines. I will now speak of another person, who, when possessed of means, had a heart equal to half a dozen such men as you will find nowadays. No person ever asked him for a loan or any thing he had, but he would give with a good free heart. This man's name was Robert A. Parker. I will mention one circumstance that happened about this time: I was in debt to a firm, and owed a balance of three hundred and sixty dollars. As Parker was going down the street in that direction, I gave him the amount, and asked him to please call and settle it for me; it was in gold dust. I did not hear anything concerning it for about three weeks, when one day a collector for Ward and Smith, by the name of Craner, presented the bill for payment. I informed him that it had been paid already. by Robert A. Parker. Thinking there must have been some mistake to whom they gave the credit for that amount, I went and called Parker into the office, and informed him in regard to the matter. Parker smiled, and said he never thought of telling me, that there were two poor fellows whom he met on his way to the store, whose parents he had known in Boston, and being informed that that they were dead broke, and having no other money with him, except what I had given him, he gave them the loan of it instead of paying the debt. They told Parker that they got to gambling and lost all, and as they were anxious to go to the mines, Parker took this means of helping them out. After making this explanation, Parker called Crane into his office and paid the debt. The parties who received the loan were very careful never to pay it back again. I have known of this same Parker helping many persons, and he has often borrowed money of me for the purpose. I do believe if Parker had had a ship load of gold dust, any person from Boston, particularly, if they chanced to be acquainted with his father, could get all they wanted, by simply asking for it. There were many men who became wealthy through what they got out of Parker. I will mention one more person who did much good by his generosity of heart. The man's name was Jack Hays. During the time he was Sheriff, there was an execution handed him to serve. He gave it to one of his deputies, who went to serve it. He found the man in a dying condition, and the family, which consisted of a wife and five children, very needy. The deputy returned the writ to Jack, saying he could not serve it, under the circumstances. The parties for whom the money was to be collected, sent to Hays, to know if the amount had been received. The next day Hays called, not for the purpose of serving the execution; but to ascertain for himself the true state of affairs He found things in a much worse condition than he anticipated. He put his hand in his pocket, and gave the women what money he had with him, promising to assist them farther. He then sent to the man's relief, Dr. Nelson, one of the most noted physicians then in the city. When Jack returned to his office, he told the parties to send and get their pay. He made out a receipt, and by the side of it he placed thirty dollars. He informed the parties in regard to the straightened circumstances of the family, who were without a dime in the house. The reply was, "that they could not afford to lose their money in that way." Jack told the man to sign the receipt, and that there was the thirty dollars, which he would pay out of his own pocket; but, if he took the money, he would get the worst whipping he ever had, if it cost him a thousand dollars. The party signed the receipt in full, but was very careful not to take the money, as he thought Jack was a little more than he cared to handle. There are many other acts of goodness and generosity which Jack did; but I cite the above, because it came under my own personal knowledge.

There is one more thing I will write about, that I suppose very few will believe to be possible, judging by the price property is valued at now. In the year of 1849, I rented to T. M. Leavensworth, two rooms in the City Hotel, facing Portsmouth Square, for two hundred and fifty dollars per month. Leavensworth paid me the first four months in cash; for three months after that, he could not pay me, as there was no money in the treasury; and the only alternative I had, was to take city property, such as fifty and one hundred vara lots in payment. I had to pay him for fifty vara lots, twelve dollars and a half; and for one hundred vara lots, twenty-five dollars. He would also charge me two dollars and a half on each lot, for recording and other expenses. For a month or so this did very well, as I got lots in that way for many of my friends; some of the property I disposed of at first cost; but I gave most of the lots away for presents. I could name many persons to whom I gave, as presents, fifty and a hundred vara lots, that would now be a little fortune.

After Jasper O'Farrell had made his survey of the city of San Francisco, in the latter part of November, 1847, the Treasury was short of cash, and it was proposed to sell some city lots by auction, to raise money to pay the debts of the city. George Hyde was then Alcalde, and he could only dispose of a few at the city's price, namely: twelve dollars and a half for fifty vara lots, and twenty-five dollars for one hundred vara lots, also, expenses for making deeds and recording; and there were but very few they could sell even at the above named prices, so the sale was stopped. The water lots sold for much better prices, and were mostly all disposed of; excepting some that were reserved for the use of the Government. If I had taken from Leavensworth all the lots he wanted me to take in pay for rent of office, I might have had over two hundred. We often had angry words on account of his not paying cash for the rent of his office. By this you will be able to form an idea of the value of property in 1849. There were some lots from Jackson to Sacramento streets that were considered valuable. Many of the lots that I refused are now in the heart of the city, and at that time they were only banks of sand. A young man, who was Alcalde's clerk for Judge Bryant, received a grant to a fifty vara lot on Kearny street, which, as well as I can remember, could not have been far from California street. He boarded at the hotel, and being short of money for two weeks' board, was much obliged to me for accepting a fifty vara lot in payment for two weeks' board and lodging: he thought I had done him a great favor.

The first person that started a general bakery business, was a German, by the name of Denikie. Messrs. Rose and Reynolds arrived on the Londreser, from Napa, and brought with them to the city, very near four tons of flour. This was a larger amount than they usually carried, and it was difficult to dispose of it. What they could not sell, they left with me to sell for cash. There were nearly three tons I sold to Denikie for one dollar and sixty cents per robe. When he came to pay for the flour, he was fifty dollars short, and as I was not allowed to trust, he proposed for me to make the amount good and he would pay me in bread, and the interest was to be two loaves more on each dollars' worth. He paid me in bread all but fourteen dollars. One night he got to gambling and lost all he had. He sold out his bakery, intending to leave the city, in which case those to whom he was indebted would have had to get their pay the best way they could. I went after Denikie for the payment of the balance due me on the flour; but was perfectly satisfied as to his insolvency, and after considerable talk, he offered me for the debt a fifty vara lot on Pacific street. I offered the land to Reynolds for the balance due, but could not persuade him to accept it, and I found my only plan was to take the land or nothing. That same lot I sold in the year 1849, for six thousand dollars; and when I got the property for the debt, I thought I was being greatly imposed upon. I always had the idea that property would in some future day, be of great value; but business men, who were then dealing in land, got it on such easy terms, and at such low figures, that they all advised me to sell, whenever they could make a profit or obtain what they thought was any where near the value of the property. In the latter part of 1848, I made a bargain for a fifty vara lot on Washington street, with a small frame house, for one thousand dollars, thinking that it would become valuable. While I was down the street, for the purpose of paying for it, I met George McDougal and Mr. Parker, and on their inquiring what I intended doing with the money I had with me, I told them I was going to pay for the lot; they said I could get out of the bargain by paying two hundred dollars, forfeit money, and they urged me to do so, as I could never sell the property for the same money, and I took their advice. This same lot was sold a short time afterwards, to an Englishman, named Peabody, from Cooks Ritchen Comwell, for three thousand dollars; now it is one of the most valuable lots in the city. Another thing which kept old Californians from holding on to property, were certain conditions, made under the Mexican law: No single individual was allowed to take out more than one fifty vara lot in his own name; but any officier, or person doing service for the Mexican Government, would be paid for their services in city property, as there was never any money in the Treasury for such purposes. William A. Leidsoff was the owner (at the time of his death), of more city property than any other person; but his administrators were swindled out of it. Many persons who left the state would give Leidsoff permission to petition for lots in their own name, and they would then sign them over to their friends, without taking any compensation, thinking that the property never would be worth over fifty or one hundred dollars. After the death of the parties who actually owned the property, those who gave them the use of their names to obtain the same, have returned to the city after the property became valuable, sued for, and recovered it. Their was another point in law, under the Mexican grant. All city lots, granted to any person within one year from the date, either had to have a house on it or be fenced in. In case of failure to do this, the lot was forfeited. The most valuable lots now in the city were once sold for fifty dollars.

I have written before of Parker's generosity of heart, in helping others. He would very often get into trouble by so doing in regard to money matters; but, notwithstanding this fact, he might have got safely out, if it had not been that he had to pay such high interest on money; I helped him all I possibly could. He was then in debt to me over eighty thousand dollars, and other debts I took the responsibility of paying, namely: a mortgage on his half of the property, for thirty thousand dollars; another on Alexander G. Able; one on T. M. Leavensworth, and two others, for which Parker gave me a lease on his half of the Parker House and the Dennison House, where now stands the Union Hotel. The above facts can be seen on the records of the city. All the money I made in the City Hotel I put in the Parker House, and it was very little I got out of it. In September. '49, I made a bargain with Parker for his half of the Parker House. James Frann was employed to settle up the accounts; but Parker's half was mortgaged to such an extent, that I could do nothing with it. I gave Wright and Haight a lease of the whole concern. They were to pay ten thousand dollars per month and one-half the profits of the hotel. The business was so mixed that I got out the best way I could, George McDougal and Hart bought out my interest.

In the latter part of December, '49, the Dennison House got on fire, also the Parker House and Aldarado, and everything was destroyed. At this time mud was in the streets a foot thick, and it was a good thing. Had it not been for this fact, a good deal more property would have been burned or festroyed. On the east side of Washington street, "The Verdandah" and the Miners' Bank building, Smiley's hardwar store and several other buildings would also have been consumed by the fire, had it not been for the untiring exertions of Dave Broderick and Fred. Kohler, who were determined to stop the fire if possible. After a hard fight with water and mud, thrown by scoops and shovels against the buildings the fire was stopped, although they were in a blaze several times. The front part of the houses presented a very dilapidated condition, but all on the inside was perfectly safe. All I could ever learn in regard to the Parker House fire, was through the watchman, Robert Driscoll and Samuel Dennison, who built the house adjoining, which was used as a saloon and for gambling purposes. The name of the house was Dennison's Exchange. A short time prior to the fire, Dennison sold out his lease to a person by the name of Tom Bartell. A few days after he took possession of the house, a colored man, who did small jobbing around town, came to the bar and asked for a glass of whiskey. Instead of giving it to him without pay, and telling him not to call too often, as the rule was, Tom Bartelll thought the best way to keep him away from his house was by abuse, and he got a club and beat the man most shamefully so that he was confined to his room for many days, and he always said he would have revenge on Tom Bartell if it cost him his life. About ten days prior to the fire, the watchman saw the colored man laying around the Dennison Exchange; also many times after. On the night of the fire he was in the Parker House, and no more notice was taken of him than any other person; but after the fire the man could not be found, and has never been seen or heard from since by any person that knew him. The general supposition was that this man was the cause of the fire, although there were no proofs. This fire was at great loss to the city at that time, as the Parker House was the only hotel of any note. There were two others in course of erection, which were soon after finished. The first one that was opened for accommodation, was the Graham House. It was a large sized, three-story building, and did for a short time, a very extensive business. This house was all ready for raising when it arrived from the Eastern States in 1849. There were some five share-owners with Mr. Graham at the head. They took the precaution to bring with them a cook, by the name of Andrew Trust, who now resides in Santa Cruz. This house was afterwards sold to the city for a City Hall and for other purposes. The other house was the Old Hudson Bay Building, corner Clay and Montgomery streets; the property of William D. M. Howard. This house was named the United States Hotel. The next house opened for the public, was on Clay street, between Kearny and Dupont. This was started by a man named Ward, who got in trouble and the house was then leased to Colonel Bryant, who in 1850 ran against Jack Hays for sheriff. Colonel Bryant had a great run at his bar as everything was free during the election; and as he was defeated, it broke him completely up. The next Hotel was the St. Francis, on Clay and Dupont streets; at the opening, this was the best house in the city for over a year. Several hotels were on the way: the first one completed was the Union Hotel. This house was built by Messrs. Middleton, Sullivan and Joyce.

Parties residing in the city in 1848, who were thought to be persons of good judgment, whose opinion was often taken in regard to the value of city property, and who bought and sold all city lots, were: Colonel I. D. Stevenson, Samuel Haight, Purser Price, George McDougal, Purser Whatmore, Dr. Jones, Benjamin Lippencott, Robert A. Parker, Robert T. Ridley. Those that kept their property and obtained all they could were: Captain Folsom, Mr. Lick and Captain Leidsoff.

I have already made mention of two white women, who were residents of the city in the latter part of 1845. I will here give list of all the women who were residents in the city in January, 1846, they were as follows: Mrs. Davis and two daughters, Mrs. Voight and one daughter, Mrs. Fuller and daughter, Mrs. Sherback, Mrs. Hepner, Mrs. Hinkley, Mrs. Bay, Mrs. Forbes, Mrs. Howard, Mrs. Spear, Madame Barona and daughter. On the arrival of the ship Brooklyn, in July, 1846, many women came to the city, whose names I will now mention: Mrs. Cade, two married ladies, by the name of Serine, Mrs. Naramore, Mrs. Jones, Mrs. John Kittleman, Mrs. Smith, Mrs. Brannan and mother, Mrs. Henry Harris and sister, Mrs. Pell and two daughters, Mrs. King, Mrs. Griffin, Mrs. Meader and daughter, Mrs. Hager and two daughters, Mrs. Morey, Mrs. Evans, Mrs. Reed and two daughters, Mrs. Winner and two daughters, Mrs. Tom Kittleman and Miss Nutting; there were other married women, whose names I have forgotten. Most of those whose names are here mentioned, soon after their arrival, purchased fifty vara lots, and built for themselves small, but comfortable homes. Many that were too poor to buy a piece of land, were assisted by George McDougal, who would often collect from persons around the hotel twenty-five cents each, and, would then get up a race between three very old men, of the following names: John Kittleman, Captain Kade and Mr. Noles; it would often amount to over three dollars for best men, one-half was given to the first man, and the other half divided between the other two. When the stakes were low, McDaugal would often add a dollar or two, out of his own pocket; the money McDougal would lay by for the purchase for each man of a fifty vara lot.

In the 1847 and '48, there were several other women, who arrived in the city, some by water and some overland. I will first mention those who arrived by water: Mrs. Post and two daughters, Mrs. Dring and daughter, Mrs. Gillespie, Mrs. Harris, Mrs. Merrill and two daughters, Mrs. Russ and two daughters, Mrs. Brown and daughter, Mrs. Tittle and daughter Mrs. King, Mrs. Ellis and Mrs. Hall; most of these arrived in Stevenson's Regiment. The others who came overland, were:

Mrs. Greyson, Mrs. Green, Mrs. Dougherty, Mrs Smith, her two daughters and Mrs. Lehigh and two daughters. After '48 most of the vessels arriving from the East, brought as passengers, many women, as did vessels arriving from foreign ports, particularly from Mazatlan. I write of this to show my readers that the reports which have been circulated relating to the scarcity of the female sex in early days, is entirely unfounded. Aside from the names already mentioned, I know of twenty more women, who were in the city in the years mentioned; but, whose names have entirely slipped my memory, as they were mostly from Chili and Mazatlan.

The following will show the form of passport required at this time. The bills annexed give one a good idea of what it cost to live, and the note, a fair sample of the way business was done. In each case I have maintained the original copies.

San Francisco, January 20th, 1846.

British Consulate:—The undersigned, Consul of Her Majesty, (Britanica) for the State of California. I grant free passport to the British subject, Mr. John H. Brown, that he may remain in this place; and in its virtue may secure its naturalization papers.

I beg the authorities, to grant him every courtesy and facilities in his avocations.

Sign,
D. A. Forbes, Consul.

Yerba Buena, 1846.

Received of John H. Brown, for a keg of butter, one hundred and three pounds, the sum of one hundred and thirty-five dollars.

$135.00. B. Simmons.

San Francisco, April 30th, 1849.

Borrowed and received of J. H. Brown, twenty-eight hundred and fifty-nine dollars and twenty cents, which I promise to pay on demand.

$2859.20. Robert A. Parker,
per James C. Leighton.

January 6th.	1 Quarter Beef,	$8.00
	20 lb Pork,	5.00
	1 Robe Onions,	6.00
January 7th.	1 Quarter Beef,	8.00
		$27.00.

Received payment, G. W. Egleson & Co.,
By W. F. Britton.

San Francisco, March 17th, 1849.

Mr. Brown,
Bought of Wright & Owen
55 lb lard, @ 40 cts., $22.00

Received payment, T. B. Clements,
for Wright & Owen.

DESCRIPTION OF THE ANNEXED MAP.

No. 1a. Four fifty vara lots: facing Montgomery street, one hundred vara; on Clay street, one hundred vara; on Sacramento street one hundred vara. On this property was built by Jacob P. Lease, a large two-story frame building, also, an adobe ware-house. The same property was sold to the Hudson Bay Company for a store-house and private dwelling. The Hudson Bay Company sold it to Howard and Mellis; who also carried on a store. This same building in 1850 was made into a hotel, called the "United States."

No. 2a. A ship's cabin, belonging to Nathan Spear, also a house, belonging to William C. Hinckley. This was a fifty vara lot, owned by the above named. This house of Hinckley's in 1846, was used for a short time by Washington A. Bartlett, as Alcalda's office, afterwards used by Frank Ward, as a store for general merchandise. In '48 Ward and Smith kept the same store as partners. In '47 Davis kept a store in the ship's cabin.

No. 3a. Two fifty vara lots, owned by Captain Vioght, on which was the Billiard-room and Saloon, kept by Ridley, who, in 1846, sold out to Brown. In September, 1846, Brown opened a restaurant in this building, which he bought of Ridley, he also started a regular hotel, which was the first one opened in the city. The name was the "Portsmouth House," in which afterwards a store was kept by Finley Johnson and Austin, of Baltimore.

No. 4a. Two fifty vara lots, the property of John C. Davis, on Kearny and Washington streets. A part of a fifty vara lot, on Kearny street was sold in 1846, to Dr. Powell. The balance of the property in 1849, was leased for building purposes. On the corner of Washington and Kearny streets was a gambling saloon, known as the "Verandah." Over the saloon was the first Miners' bank. On Washington street was Smiley's hardware store. The next was a liquor and gambling saloon.

No. 5a. A fifty vara lot, belonging to Pedro Sherback, with a small frame house, used for a family residence. Half of this lot was sold to Gleason and Southard; they sold to Robert A. Parker. A small piece was sold, fronting on Kearny street, to Benjamin Lippencott, who also sold it to Parker. The corner of Washington and Kearny streets was sold to the Eldorado men. The balance was sold some time after, with the frame building. On the fifty vara lot was the Eldorado, the Parker House, the Dennison House, the Jenny Lind Theatre, the Union Hotel, and, what is now known as the Old City Hall.

No. 6a. Two fifty vara lots, owned by Jack Fuller. He always claimed four. On this property were two small frame houses and an adobe bake oven. In one of these houses Captain Leidsoff kept a store. The other was used as a private dwelling.

No. 7a. One fifty vara lot, the private residence of Jesûs Noe, also used as Alcalde's office, under the Mexican Government.

No. 8a. A fifty vara lot, the property of Gustave Andrews, of Salem, Mass., a house-carpenter. The premises were used as a private dwelling. In this house Nathan Spear died.

No. 9a. A fifty vara lot, the property in '45 of the wife of George Davis, who had baked hard bread at Sutter's Fort. This land was sold the same year, to John Finch, who built, in 1845, a blacksmith's shop and liquor saloon. In 1847, he built a store for a cigar-maker, named Dougherty, who was shot in a house near Clark's wharf, in 1848,. On the same property, in 1849, was built the New Miners' Bank and the Bella Union Theatre. The Miners' Bank was afterwards used as a Custom-House; after that, by Palmer Cook & Co., as a Banking House, (after leaving the old adobe Custom-House).

No. 10a. A fifty vara lot, with a small frame building; the property in '45 of Mr. Dopkin, a German by birth, a tailor by trade. He traded his property to Andrew Hepner, for a garden and house, at Mission Dolores. Hepner left the city in 1846, for Sonoma, where he obtained a ranch as payment, for teaching music to General Vallejo's family.

No. 11a. A fifty vara lot, owned by John Cooper, (better known as "Jack the soldier") on which was a small frame house. In this house the negotiation was made in 1848 for Goat Island. Many other negotiations for other property was made here after the hoisting of the American Flag in 1848.

No. 12a. A fifty vara lot, the property of Stephen Smith, of Bodego, containing a good frame house; which was the residence of Sam Brannan for over a year. In front were four fifty vara lots; this was known as the Public Square. On this lot, in '45, there was a long adobe building. The adobe building was close to Washington street. On the other corner, facing Clay street, was a frame building. It was used as a school-house in 1847. Mr. Marston was the school teacher. This school-house was afterwards used for the court-house and for public elections, in '49, when T. M. Leavensworth was elected. In '49 it was used by Mallaka Fallon, as a place in which to keep prisoners. It was, also, used in '49 for church purposes. These houses have since been removed, but the map will show where they were originally located.

No. 13a. Four fifty vara lots, the property of John Cooper and brother, of Monterey. This property contained a small dilapidated frame house, used as the private residence of Mr. Glover, who was the right hand man of Sam Brannan, until he went to Salt Lake.

No. 14a. A fifty vara lot, with a large adobe house, the property of Captain Fisher and McKinley. In the early part of 1846, this building was occupied by Josiah Belding, now living in San Jose. The building was used as a dry goods store. At the arrival of the Mormons, in the month of July 1846, it was rented by them. In 1847, it was rented by Robert A. Parker; in 1848, it was rented by Captain Dring, an Englishman as a store, and for a family residence. It was also used for a short time, as Alcalde's office, by Washington A. Bartlett.

No 15a. A fifty vara lot, the property of Mr. Kline, a German by birth, who had a small building, a part of which was used as a work shop. Kline was a locksmith by trade; he made spurs and bridlebits for the Californians, by which he accumulated considerable money. He left California for Germany in the latter part of 1847; but, returned in 1851, and opened a gun and locksmith shop on Kearny street, near Bush.

No. 16a. A fifty vara lot, the property of John Evans, an Italian by birth. On which was a small house. in which he, himself lived.

No. 17a. A fifty vara lot, containing a small adobe house and out buildings. This property, in 1847, was used as a tannery, by an Englishman, by the name of Richard Kirby. I believe this to be the first tannery in this city.

No. 18b. A fifty vara lot, the property of Robert T. Ridley, who resided on it with his family, in the latter part of 1846. This property was sold to Captain Leidsoff, in 1847, for two thousand dollars. On this land now stands the Stevenson House.

No. 19b. A fifty vara lot, the property of Francisco Sanchez; a very small frame house, occupied in 1846 by Henry Harris and family. The former was a house-carpenter. He arrived here on the ship "Brooklyn."

No. 20 b. A fifty vara lot, the property of William A. Leidsoff. The frontage of this house was one hundred and thirty-seven feet, with a wing of sixty feet at each end. The first floor of this property was finished in June, 1846, and Leidsoff commenced moving his store to his new building. The bar and billiard-rooms were opened on the 15th day of July. The upper part was not finished until March 1847. This property was known as Brown's Hotel and as the City Hotel.

No. 21b. A fifty vara lot, with a small adobe house, the whole being the property of Captain Voiget, and used as a family residence by him.

No. 22b. A fifty vara lot, the property of Mr. Bennett. This house was opened in the early part of '46. In the early part of 1847, a bowling alley was built on the same lot.

No. 23b. A fifty vara lot, containing two frame buildings on Sacramento street, finished in the early part of '48. The same year one house was leased to Hiram Grimes, afterwards used as Peachy and Billings office. I think the same building is now standing. The property belonged to William A. Leidsoff.

No. 24b. A fifty vara lot, the property of John Patey; a large adobe building. This property was finished in 1848 and occupied by Starky & Co., from the Islands. Mr. Falkner, head clerk; Mr. White, porter. After they left, one part of it was used as a gambling house, the other for the post-office. In the upper part was the court house.

No. 25c. A small frame house, the property of William Davis, where T. M. Leavensworth kept the first drug store in 1847.

No. 26c. The property of General Vallejo, and containing only adobe walls, afterwards divided into building lots, and sold at auction. Borgenes banking house was on the corner, while the Delmonico's restaurant faced on Montgomery street, where now stands the Montgomery Bath House and Barber Shop, also, Cronon and Markley's clothing store.

No. 27c. A fifty vara lot, the property of Rose and Reynolds. On this land there was a frame store, built by Alfred J.

Ellis, for Charles Ross, for the sale of general merchandise. This store was also used as a post-office.

No. 28c. The property of Dr. Townsend. No improvments.

No. 29 and 30c. Granted to two Mexicans, living in Sonoma. One lot, with adobe walls, which was fitted up in 1847 by Parker and Egleson, for a butcher shop and slaughter house.

No. 31c. Jesus Noe, better known as Lafan's building, was called the Portsmouth House, also, used for a post-office.

No. 32c. Merrimontes, a small frame building sold to Leidsoff.

No. 33. Property of William Leidsoff.

No. 34. Owned by Mrs. Montgomery. A small house was built on this property in 1847.

No. 35c. Four fifty vara lots, the property of Rose and Reynolds, a small piece of which was sold in 1847 to Mr. Hall and wife, who built a small cottage on it for a family residence. The former was a native of Bath., England, and came here from Australia, where he returned again after the gold discovery, to look after a large amount of property. which he owned there.

No. 36c. A fifty vara lot, owned by Tom Smith, the shoemaker, (who was also a sailor-catcher), and John Cousins, a butcher by trade, both Englishman, and John Aleck, a German and shoemaker by trade. This property was sold to Alexander Patterson and William Upham, in 1849.

No. 37c. This property belonged to Francis G. Owen, who built on it the first brewery.

No. 38c. The property of Edward Harrison, containing four small cottage houses.

No. 39c. The property of George Kittleman, on which a tavern, called the Rising Sun was located.

No. 40c. Owned by John Searine, who built a small house on it for the use of his family.

No. 41. A log house, built by the United States Government in the year 1846, mounted by a heavy gun, from the sloop of war Portsmouth, afterwards used for a prison.

On the vacant lot on the map between 7a and 20b a drug store was built in 1848, also a frame building by George Hyde, who was Alcalde at this time.

Robert A. Parker moved in his new store, a two-story building on Clay street, in the month of March, 1848. On the same lot, where the Old Mill House stood. In '49 Parker left and it was occupied by James Riddle, as an auctioneer's store. A man by the name of Bucklow, in 1848 built a dwelling and store on a piece of land, known as the Point. and carried on there the watch-making business. The last fifty vara lot, granted under the Mexican Government, was in favor of Francisco Gursh[illegible], a Mexican. He sold to Robert T. Ridley. The latter sold it to John C. Davis, for fifty dollars, with which to pay a debt. It was afterwards purchased by a person by the name of Knight. This lot was opposite what is now known as the Stevenson House, the largest part of which was in the water.

There were many other lots granted that were fenced in, which I have not made mention of, as they were of no importance. After the American Flag was hoisted, the town was staked off, and some lots were claimed by half a dozen persons. The water lots were sold at auction, by order of Commodore Stockton, and those having property not fenced in were allowed a further time to comply with the laws. In 1848 many buildings were underway, several were on Powell street, where Mr. Merrill owned a large boarding house, and Mr. Charles Ross a private dwelling, while George Eagleson, Mr. Jackson Greyson and many others owned property in the same part of town on

Clay street, facing the Square. Mr. George Hyde had a drug store, built by Leidsoff; Dickson and Hays had a store down on the Point, near Alfred Ellis' house. Cross and Hobson were on Clay street, on the Old Mill House lot.

FINIS.